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*The exclusive club discount codes are only for club members use. The codes are valid for Saturday or Sunday Adult tickets and Saturday or Sunday Family tickets only when booked in advance. Family ticket gives access for 2 x adults and up to 3 x children (aged 5-15). Club discounts will be applied to on-the-door prices: Club Adult £24.50 (£30 on-the-door) and Club Family £68 (£80 on-the-door). Calls cost 13ppm plus standard network charges. Ticket prices include a free show guide. Advance tickets are only available until midnight on Thursday 8 November 2018. All bookings are subject to a single transaction fee of £1.95. All information correct at time of publishing, see website for more information. Don't forget to hand your club voucher/ticket stub into your club stand at the show so they can benefit from a commission.

THE COURIER NUMBER 460 OCTOBER 2018 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 460 OCTOBER 2018



.... and Things that go BUMP in the Night!

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THE October 2018 COURIER

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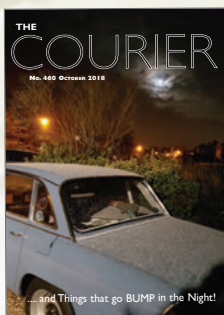
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**A BE-WITCHING
SIGHT ON ALL HALLOWS EVE**
PICTURE CARL SWANSON

Courier Copy/Area news



Editor. Bernard Robinson

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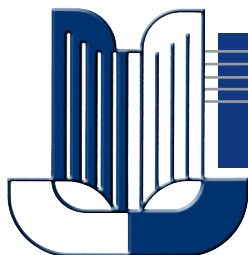
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THE GET OUT

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TSSC HQ Services

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

TSSC Head Quarters are Open Daily
Monday to Friday from 9am to 5pm
Excluding Bank Holidays

TSSC MEMBERSHIP & RENEWALS

Worldwide Membership & Renewal £50.00
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Members joining/renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to the 13th of the month prior to their membership expiring

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

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

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COUNCIL OF MANAGEMENT 2018 meetings:

28th October

Any member who has any item of business that they wish to be discussed at a Council of Management meeting should send the item to:

Chris Gunby

**The New Room, Church Street, South
Witham, Lincs. NG33 5PJ
Tel. 07843 435190**

or email: chairman@tssc.org.uk

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

Very Busy Show Season, still!

Hi Folks. Hope you are all well and your cars the same. I'm sure you all have had a fantastic summer, made the most of great weather and enjoyed being a proud owner of a Triumph. It's been a very busy season for the club and for all our Areas with



many events at local, National and International levels taking place. Many of our Areas put on some fantastic stand displays at the various shows that they attended. One area that has recently won best stand at Capel Manor is the Essex Area, well done guys and thank you for flying the TSSC flag.

Although we are nearing the end of the 2018 season we still have some big shows to attend. One of which is the **Lancaster Insurance Classic Motor Show at the NEC from the 9th - 11th November**. The club will be attending again this year. This is a great event with many stunning cars to look at. Bern and the gang always put together a great TSSC display. If you are planning to go the NEC show please find us and say hi to the guys on the stand, It's always great to put a face to the name.

All the staff at HQ and the members of CoM always do their very best to put you the members and the Club first. As I'm sure you can imagine with a club of our size, some things can get missed. It is never the intention of anyone to miss anything but merely an oversight. If you have any concerns or need any help in anyway then please don't hesitate to contact our fabulous staff at HQ. Angie, Trudi, Martyn, John or Bernard will always do their very best to sort out any problems that you may have. If you need to bring anything to the attention of CoM (Council of Management) then you can do this by contacting Chris Gunby on gensec@tssc.org.uk and the matter will be brought to the attention of CoM at the next CoM meeting. If you ever have a problem or any concerns please let us know as we can't help if we don't know about it.

Our club is going from strength to strength and it's you the members who help to make it what it is, thank you.

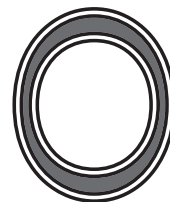
That's it from me folks, take care, drive safe and....

.... **Do More with Your Triumph.**



BY MARTIN HUGHES

COUNCIL OF MANAGEMENT



EVENTS CALENDAR

e-mail trudi@tssc.org.uk

TRIUMPH
SPORTS SIX
CLUB

TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

PLEASE SEND ANY 2019 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.

e-mail: trudi@tssc.org.uk

October 2018

SUN 14 OCTOBER 2018

TSSC HQ GEARBOX TUTORIAL

PLEASE BOOK IN TO GIVE IDEA OF NUMBERS
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November 2018

FRI SAT SUN 16 17 18 NOVEMBER 2018

TSSC ESSEX AREA 40TH BIRTHDAY PART 2

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December 2018

SAT 8 DECEMBER 2018

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SUN 2 DECEMBER 2018

ANNUAL

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November 2018

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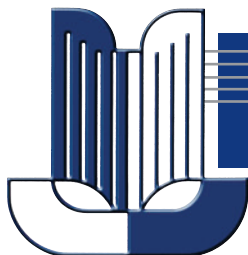
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Disc 1: Volume 1 1959 - 1963
Disc 2: Volume 2 1964 - 1968





TSSC HQ Gearbox Tutorial Sun 14th Oct

Henry Jones (Cheshire AO) is offering us the opportunity to Learn how to dismantle, check and rebuild our gearboxes at TSSC HQ. The 1 day course will use 'small chassis' gearboxes exclusively, as there is no experience of other gearbox ranges. However the general principles should be applicable across the range. Assuming a start time of around 10am. We will attempt to cover:

1. Introduction, naming of parts
2. Dismantling a 3 rail (4 synchro) gearbox into input shaft, mainshaft and components, laygear
3. Reassembly of 3 rail (4 synchro) gearbox (so that it can travel back from HQ in 1 piece)

4. Lunchtime - £4 pay on day
5. Mainshaft dismantling and re-assembly, using another of the mainshaft assemblies available (including pesky circlip removal)

6. Synchro hub dismantling and reassembly

7. Discussion of common problems (bearings, mainshaft tip wear, layshaft wear, synchro wear)

8. Discussion of gearbox variants

9. Overdrives

Items 2 and 3 will use purpose made tools to dismantle and reassemble the gearbox. Alternatives to these tools will be discussed! It should be practical to perform items 2 and 3 inside 2 hours. Questions will be welcomed during all parts of the course, as well as audience

participation. **Please Contact TSSC HQ to Book your Place on the day. email please to: info@tssc.org.uk.**



International Member of the Year 2018

Hans George Stumpf was unanimously voted for by CoM at this years AGM. George's Award was given to him by stalwart TSSC member **Albert Bishop** at George's home in Germany.



OFFER for October 2018

Tel. 01858 434424 web. www.tssc.org.uk

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Special Offer on TSSC Special Tools

Thinking of tackling those Tricky Suspension jobs this winter? Make it easier with the right tools for the Job!

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HP001 Hub Puller - to TSSC Members only.	£60.00 P&P 5kg

Triumph Torque

Back in September 2017 I wrote about my first car, a 1967 Herald 1200 Estate,

which returned to the road in May 2017 after a 20-odd year lay-up. Sixteen months on it has clocked up over 1,500 miles, and I am just about past the stage of worrying that something will fall off. The car has not let me down, but I've been making regular running tweaks, mainly to the tuning of the Mk 3 Spitfire-spec engine.

We've made some reasonably long trips out from Surrey: a breakfast club meeting at Goodwood motor circuit; up to Stoneleigh in February, to be part of the club's stand at the International Spares Day; to Osmington in Dorset to visit an old friend and just a few weeks ago to Triumfest at Shelsley Walsh.

Although we never failed to get there and back I always felt I wasn't getting full potential from the fully rebuilt 1296cc, twin SU engine. I was particularly unimpressed how it tackled any uphill gradients. Question was, is this lack of performance against gravity



down to sub-optimal settings or just a trait due to using a sports car engine to drag an estate car body. As 2nd September 2018 approached this "hill issue" grew in significance. Why? Because on this date I had entered the car into the Shere Hill Climb.

Yes, you see the problem - the hill climb is for charity, it's just for fun, the runs are not timed – but, one doesn't want to be embarrassed, does one. Some further fettling was required. When I set up the engine originally I set the ignition timing, at idle speed, to 6 degrees BTDC, which was the value given for the Mk3 Spitfire in the workshop manuals. A bit of reading around the various Triumph and classic car forums (or fora, if

you're that way inclined) led me to the knowledge that the theoretical ideal timing for a 4-cylinder internal combustion engine is 20 degrees BTDC.

Apparently, and I'm sure you

"but, one doesn't want to be embarrassed, does one."

engine people know all this stuff, there are many reasons why this theoretical ideal cannot be achieved in real life. It turns out you can get closer to it with unleaded petrol than you could with the old leaded stuff, something to do with how quickly it burns. I got my



Even Abby was waving – she didn't drive with just one hand when I took out prior to the event to familiarise her with the "recently restored to as new" car! The crowd loves this enthusiasm – if you search out the Flickr album of Steven McComick Photography, one of the professional photographers recording the event, you will see precisely 17

strobe light out and set about turning the distributor. I used the tried and tested technique of making a small adjustment and then going for a test run (no fancy measuring devices needed). After a few goes I settled on a figure that is about 14 degrees BTDC.

So, the big day arrived. It is quite a big day; the Shere Hill Climb has only been going about six years but has caught the zeitgeist of Surrey petrol-heads (I've taken part twice before in my 13/60 convertible), with quite large crowds coming to watch, and the entry list expanded this year to 180 interesting cars, vintage, classic and modern.

As the starter pulled his union flag from my windscreen I dropped the clutch; I can't claim to have got wheel spin (the tyres are too new and grippy for that!) but I felt I got away quite briskly, and by the time I hit the first straw bale chicane I felt I was going pretty quick. Of course, I didn't liter-

ally hit the straw bales, I flicked the car right and left with great aplomb, I felt.

Each entrant gets three runs up the hill during the day. For run two my daughter Abby was in the pilot's seat with her sister Gemma passenger. They really get into the fun of the day, with

pictures of the Herald, Abby and Gemma on the hill – way more than any of the other entrants. Triumph Heralds... don't you just love 'em.

Just in case anyone is about to complain to HQ that Trev has failed to write about kit cars or



Gemma hanging out the window waving with both hands and whooping, all the way up.

specials... there is a very nice 6-cylinder Marlin for sale as I write. We embrace the Marlin

as one of our Triumph family, even though they were never built on a Herald or Spitfire chassis. The first iteration used Herald front and rear suspension, but they evolved into using Marina running gear.

Here is the seller's blurb:

"Here is your chance to acquire a classic pretty British sports car from a well-known kit car builder. Well loved and since completion of the car's restoration in 2017 has been driven in sunny weather. This early Marlin Roadster is fitted with a reconditioned Triumph GT6 2-litre straight six engine, mated to a Triumph overdrive gearbox. It has been subject to a complete nut and bolt restoration, which was finished in 2017.

Everything has been done to a very high standard: Complete new brake system, master cylinder, servo, discs, calipers and slaves, pipework and hoses. Complete new fuel system, reconditioned twin Stromberg carburettors, pump, filters and pipework.

New electrical system, completely rewired, new fuse control box, lighting, horns and switches. Most lighting is LED.

Engine: new water pump and radiator. New hoses and clips throughout. The cooling system is filled with Evans waterless coolant and there is a new thermostatically controlled fan fitted with temperature adjustment. **Ignition:** an all new electronic ignition system from Lumination, with new HT leads,

reconditioned distributor, spark plugs and coil.

Transmission: four speed with overdrive on 3rd and 4th. **Gear stick mounted overdrive switch fitted. New switch fitted. Exhaust:** new straight through stainless steel mounted below the off-side running board.



Exterior: new paintwork with four coats of enamel over two primer coats. The car has been fitted with MGTf alloy wheels and tires. **Interior:** new foot well and boot lining re-trimmed in black carpeting with rubber over-mats. New vinyl covering over the dashboard and door cards. Internal fixings in stainless steel. New instrumentation including a GPS speedometer mounted in varnished timber dashboard with new switches set on top of the gearbox tunnel. New toughened and laminated windscreen fitted with stainless steel wiper blades and arms, mirrors and quarter lights.

The car has a MOT until April 2019, is road tax exempt and ready to drive away."

Sounds like a good spec, doesn't it. Not sure I'd have

chosen purple myself, but each to their own. The asking price is £7,900. I sent the link to the ad to the world's leading guru on all things Triumph Marlin, **Ben Caswell**, and asked if he knew the car.

He came straight back with an interesting bit of history:

"Yes, it's a hybrid, Triumph front suspension/Marina rear axle, CUO 460L

The owner is a **Tony Ellis**, TSSC member I think? It got a mini pic and mention in the area news for Scotland in the Courier August 2017, page 85. Car was red but now purple after extensive restore.

Thanks for the link, I am on his trail for an early picture when the car was red!"

Now that Ben has provided the reg number I can see from my archive that this Marlin was originally built by a **Mark Sycamore**, from Devon, using a GT6 as donor. Mark joined TSSC in 1984.

Ben and I would love to know even more about the birth and re-birth of this car – Mark? Tony? Anyone?

Trevor

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12th to 16th September 2019



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Herald

948/1200/1250

COLIN LINDSAY herald@tssc.org.uk

In the Kingdom of the Blind

The dark evenings are approaching again, days are becoming cooler and there's a run on uprated Herald headlamps and replacement heater valves from suppliers. It's the same every year! It's been a funny summer; I've gone from runner-up Car of Show in June to sweeping-up bits of Car of Show after a rear wheel fell off SAL the GT6 on the way back from a local run - thankfully whilst just moving off from traffic lights - and so being once again without a Triumph on the road I went slightly off the rails and bought a TR7 convertible which has more dodgy wiring than some stately homes, and no chance of an MOT until I sort out the suspension, which bounces about more than Zebedee.

Consequently, Heralds have been pushed to the back-ground slightly,

"but at least if I can't enjoy my own, I can write about those who enjoy theirs"

It's not often that I feature a single Herald in the monthly articles but member and enthusiast **Richard Philpot** made me an offer I couldn't refuse, or at the very least an excellent se-



ries of photographs of a Herald I've known for quite some time. I remember seeing this one at the TSSC International at

of Rarebits4Classics, and I remember Bill writing about it in The Courier on more than one occasion. Being fascinated by



Stafford as original and unrestored, displayed by Bill Davies

the early models, and how they differed from my later 1200s, I

took quite a number of reference photographs over the years, and as luck would have it, can't locate a single one today!

The Herald itself is a real time-warrior car, finished in the rare

cost Mrs Wells a total of £720 and 19s.

Mrs Wells moved several times over the years, moving to Burnham-on-Sea in Somerset for a period in the late 1960s, later to return to the Solihull area.

surplus to requirements and was stored away in their garage for the next 20 years until a house move meant that the car had to be sold on. It was bought by Bill Davies in 2002 (who covered the story of

the purchase and recommissioning in this very column at the time), later passing to Chris Gunby, TSSC Chairman. (I am in touch with Geoff and Sandra Chambers who kindly filled me in on much of the car's history.)

The car has a lot of original documentation with it, including the original bill of sale, brochure, pricelist, under-

seal guarantee, handbook and service book.

It is not in perfect condition, it wears a few dings, marks and paint touch-ups but it is almost 59 years old now and unrestored. My aim with this car has been to sympathetically repair the car as needed, keeping as much of it as possible in original condition; it is one of the few remaining unrestored Heralds from the launch year of the model and has many features not found on later cars. At the time of writing the car is the 7th oldest Herald saloon known to exist in the UK, and 12th oldest worldwide, according to triumph-herald.com."

Richard was kind enough, fol-



Alpine Mauve, which is such an early colour that it doesn't have a paint code. The odometer shows approximately 24000 miles from new in the photo, although Richard has added around 2000 miles to that since. He has filled me in on the Herald's history:

"Sold on 7th September 1959 by P J Evans Ltd in Birmingham, this car was purchased new by Mrs Mary B Wells of Hall Green, Birmingham. Registered as YOX 109, and finished in Alpine Mauve paint with matching Vynide trim, the list price of the car including Purchase Tax was £702, 7s & 6d; including delivery, number plates and underseal, the car

At this time, the car was being looked after by Carleton Garage and was only really used to transport Mrs Wells' ageing budgerigar Billy to the vet. Mrs Wells gave up driving when Billy the budgie passed on, and the car was acquired by the head of the service department of Carleton Garage who put it away in his own garage.

Enter Geoff Chambers who had been employed to paint the service manager's house during 1982 and mentioned that he was in need of a car. A deal was struck at around £300 and Mr & Mrs Chambers used the car extensively for 6 months. YOX 109 then became

lowing the articles I've written on Herald accessories, to give me the data on the Stanpart venetian blind kit fitted to the rear of the Herald.

"I've fitted the car with an "Imperial" Venetian Blind kit, offered as an approved accessory by Standard-Triumph in 1959.

The blind is worked remotely from a handle under the dash, via a Bowden cable running under the carpet; winding the handle one way lowers it, the other raises it then tilts it shut. As the car has never had any holes drilled in it during its life, I've hung the handle from a bracket under the dash so it can be removed leaving no trace if necessary.

Interesting and rare as it is, I've always found it a rather pointless accessory, which is presumably why it was not offered for very long. Added to this, it rattles if it is raised and the car driven with a window open.

At the time of writing, I only know of just two others in existence."

I've always found this to be a strange accessory myself, I suppose it's intended primarily as a sun-shade to protect rear seat passengers or possibly to screen the overly bright headlights of following vehicles from dazzling the driver - Heralds don't have anti-dazzle rear view mirrors - but as an aid to privacy it's a bit pointless, given the Heralds excellent 95% all-round visibility. It may have been some use to the 'other woman' mentioned in August's Courier, or maybe Billy the Budgie liked the view through the bars, or else it deterred unwanted visitors... "There's no-one at home, the blinds are closed" ... but otherwise it's just





Convertible thinner wing

an unusual period feature. The two chromed sliders are actually quite obtrusive, and because of these I'd query the advertised claim that it "allows the rear window to be easily cleaned" given that very few of



us ever actually do just that... I'm also curious that the fitting instructions state the control mechanism should be fitted 'to the left of the steering column'; this points towards left handed operation, unless it's also for use by a passenger.

Still, it's a Herald curio and as such very welcome.

I'm always grateful to owners like Richard, not only for sharing the car with us, but for keeping it original and unrestored, and to all the previous



owners for being so meticulous with records and receipts. This way we have a definite idea of what the cars were like back then, what they cost, what extras came with them, and we gain a solid reference point for our own restorations and maintenance, in these days of upgrades and modifications where far too few cars remain original. Assuming, of course, that you can find the photographs you took for that very purpose...

See you next month.

If I remember...

Colin

As Time goes by



The 10th September saw the 33rd anniversary of the purchase of my 13/60 Estate. As it was already 15 years old when I got it, I gave it a very thorough overhaul including lifting the body from the chassis, cleaning and painting the underside, and replacing a couple of outriggers. The car took to the road again in early 1987. When finished I took some photos including one showing my children, then 3 and 6 years old. On a recent visit I was able to recreate the scene with my daughter's two children (aged 2 and 5). The two images are therefore a mere 31 years apart.

Time for a service

One thing that we should all be doing with our cars is giving them a full check over and service. This involves inspecting all the suspension, steering and

Pic 1. 1987 and 2018 Spot the Differences

braking components, adjusting or replacing as necessary.

"If you are not going to have your car MOTd in the future then, for your own safety, you should check for the security of all safety critical components"

When checking ball joints and bushes then some kind of pry bar of the type that MOT testers use would be useful. The reason is that just checking by eye is not adequate to de-

tect play in these components because they are usually under pressure from other suspension components so they don't readily display any problems.

I have recently gone through the whole suspension and steering system on my Herald, replacing all the old rubber bushes with polyurethane ones. Doing this meant that the whole suspension system was dismantled and all ball joints were free enough to be checked for play by hand.

A number of places need greasing such as the rear wheel bearings, steering rack and water pump (if an original type). Most other units were originally sealed for life but nowadays grease nipples can also be found on driveshaft

and propshaft UJs, top ball joints and track rod ends, so grease these if they are present.

Finally, the all-important trunnions which must be oiled using EP90 (or 80) GL4 oil.

I also changed my engine oil and filter using 20/50 oil (bought from the Club during a recent offer) and a Fram PH2869 filter that recently came my way from someone's stock clearance.

This is equivalent to the GFE150 that many of our suppliers stock these days.

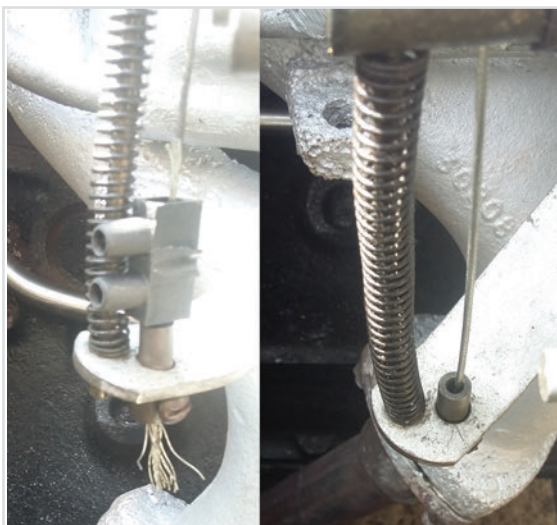


Pic.2. Alternative oil filters While doing the change I also installed a magnetic drain plug, partly due to its ability to pick up any iron/steel swarf but also because



Pic.3. Alternative Sump Drain plug

it's a lot easier to undo than the original square headed type. The one I used has a tapered thread like the original but you



Pic.4. Accelerator cable before & after

can also use one with a parallel thread and sealing washer. Just as with the original type, the tapered ones can be overtightened so don't overdo it.

While there I fitted a new accelerator cable as the old one had become very ragged at the carburettor end such that I had bodged it with an electrical junction clamp – a good running repair that would last a long time but looked rubbish!

I also replaced the rubber fuel hoses with the 1/4" R14 type from the Club



Pic.5. New fuel hoses fitted

Shop. These are graded for protection against 5% ethanol fuel so will be fine until the threatened E10 stuff comes along. On my estate there are three hoses, all in the engine bay, one either side of the in-

line filter and another forming the final connection to the carburettor. If your car still has its original metal fuel pipe then you should find two additional joints underneath the chassis. See Fig. 6.

On a saloon or convertible there is at least one other which is above and behind the tank – easily forgotten.

Please make sure that you replace all of them. There's a chance that the ones under the car and in the boot have been missed on previous occasions because they are out of sight.

Note that SAE R14 fuel hose is rated for pressures up to 50PSI. SAE R9 has a similar ethanol resistance and is rated up to 100PSI.

N.B. Neither type is suitable for Triumph PI systems which have fuel pressures of around 110PSI.

Phil

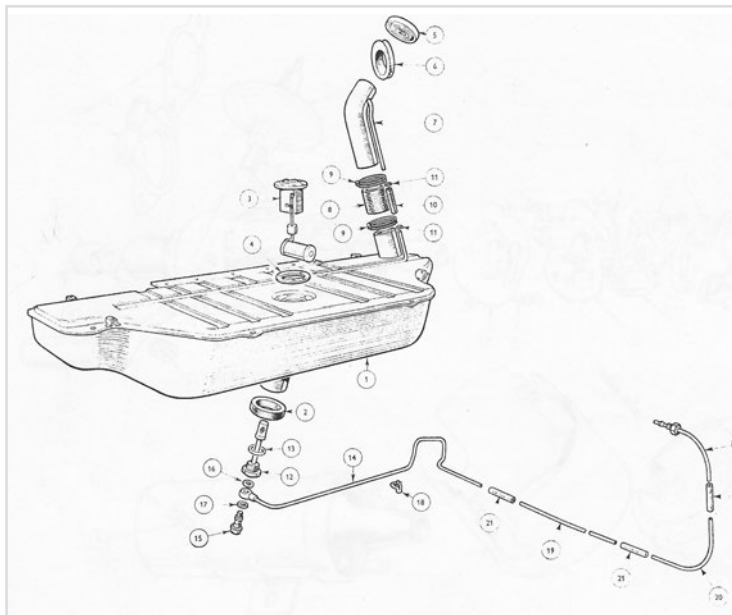
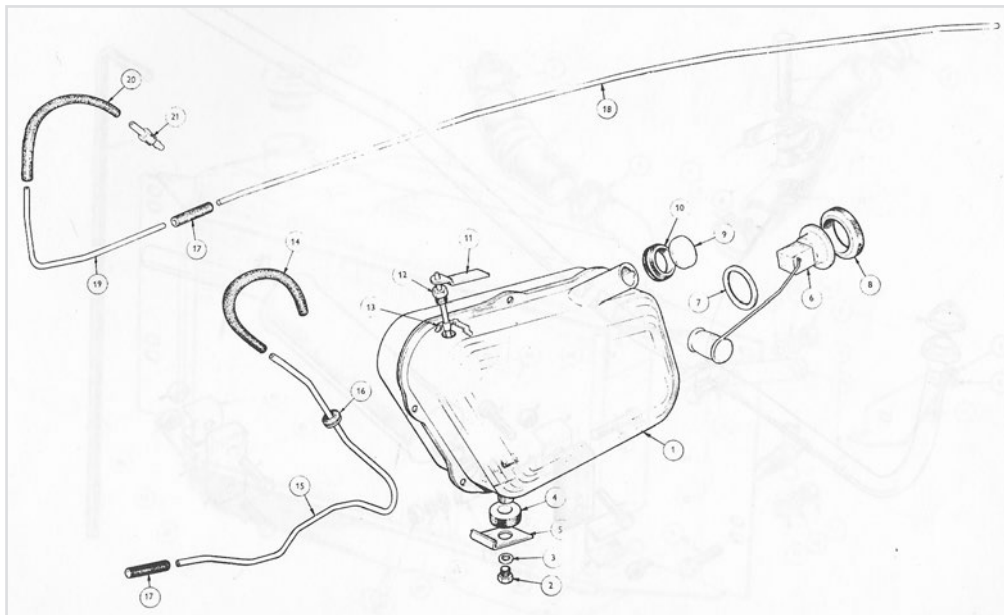
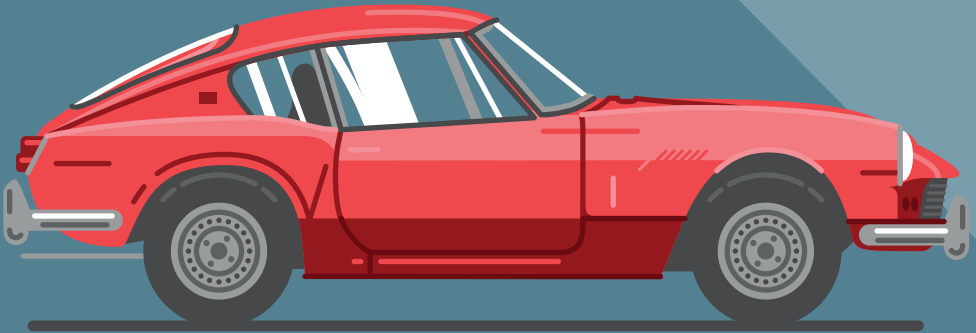


Fig.6. Estate Fuel Pipe layout

Fig.7. Saloon & Convertible fuel pipe layout



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Short & to the Point

A rather brief article this month, mainly just to let you all know I am still around and even get out to events occasionally. We're in the middle of packing to head off tomorrow for a few days in Brittany with the Gloucester Group so amid putting various things in the car and changing my mind a dozen times about what clothes to take I'm putting these words together to send off before we go, otherwise we'd be sitting around a campfire in France in a few days' time thinking – whoops, missed Bernie's deadline!

We have been to a few events in recent months including a sadly rather damp Shelsey Walsh where we spotted a Round tail GT-fire (Mk1 based) presumably dodging the showers as the hood was mostly up.

Note from the Editor: *TEH 897G was my very first GT6 MK1. It was in for a Body off re-spray when the Painters went Bust so I had to 'repatriate' it from the Bailiffs at the Bodyshop. I then sold the whole thing on to Dennis Benson, who turned it into a convertible! Funny how life runs in circles (At least it didn't die!) Bern. Ed.*

On the Saturday of the Bank Holiday we were in Gloucester town centre again, with a little 20



**"presumably
dodging the showers
as the hood was
mostly up"**

less 'excitement' than last year. We spotted a familiar Spitfire there, Cliff Cowtan's Mk1, honouring the rather better weather with its hood off.

It's always good to have a re-



sponse to my articles and a recent piece by Graham Ness attracted a couple from Fabrice Perrot and Nick Fane, querying his use of a 7910 stabiliser. I forwarded these to Graham and he has sent me this response.

"Hi Suzie,
It is rewarding to see that people do read the articles published in Courier and are motivated to provide feedback. In an attempt to draw to a close the feedback received relating to my August article on Voltage Stabilisers I thought I should provide a brief postscript.

I elected to use a 7910 voltage stabiliser simply because I had a few remaining from a past (non-automotive) project. It is true that use of a 7810 stabiliser would have removed the need for the insulation from the case (my Pic 5); and I should have made that clear in my article. But I didn't have a 7810 to hand and I was trying to limit my word count. It is also true that the 7910 device (and indeed the 7810) is not an automotive quality component and could fail under a variety of circumstances encountered in a car. Complete failure to short-circuit would result in a fuse blowing on all our cars; while

failure to open-circuit simply puts me back where I was – with no fuel or temperature gauge. A more professional use of either a 7910 or 7810 component should also include use of capacitors to help ensure device stability. There are a number of articles already published on the internet which show more appropriate and complete circuit diagrams for a solid state voltage stabiliser – for both positive and negative earth applications; but I guess those solutions may not fit in the original stabiliser case and probably still use either a 7810 or a 7910..?

It has also been pointed out to me that solid state voltage regulators designed for automotive use and apparently using automotive quality components are available on eBay and that some suppliers may offer specific discounts for TSSC members – but ask before you purchase and pay.

I had fun fixing a problem on my car with components in my bits box. The fix may be imperfect and, based on the information above, I guess that others should beware of the shortcomings of my solution. To date, the fix has worked perfectly on my car, but I guess it

could fail again at any time. As with all modifications from standard, the user should be aware of what they are doing and assess any risks. And with that, I trust we can consider the discussion closed.

Oh, and I too have just replaced my old flexible fabric covered fuel lines with Gates Barricade fuel hose and new stainless clips."

Guy has bought a length of the ethanol-resistant fuel line too and a multitude of jubilee clips, and is gradually working his way through our fleet replacing their hoses.



And finally, having seen the 'Herald' campervan in my August article, Jasper Bacon sent me one better which he saw on the A303, a 'Vitesse' caravan.

Suzie



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Ethanol Proof Fuel Hose

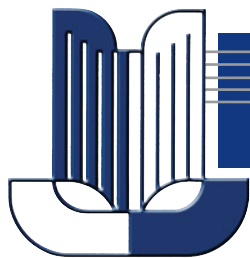
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Insurance Panel

Triumph Sports Six Club

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A quick insurance 'fire round' with ClassicLine Insurance

Passionate, adoring and fanatical; words which perfectly describe Triumph enthusiasts. So it would be safe to say that the word 'insurance' (groan and tut!) may in comparison, seem to have no place in such company. That said, it is vital that such treasured and unique vehicles are covered at the highest level possible should the worst ever happen.

We've asked the team from **ClassicLine Insurance**, *the newest TSSC insurance partner*, to provide us with a quick, yet informative guide to their specialist **Triumph Sports Six Club insurance scheme**.

A quick intro...

ClassicLine Insurance Services have recently joined the TSSC preferred insurance panel. Originally formed in 1985, ClassicLine have an excellent reputation for providing tailored insurance schemes to car clubs for over 30 years. We hope the newest TSSC members' insurance scheme will evolve over time with the support and input from the TSSC Committee and members, to provide you with the highest quality cover at competitive prices.

Why should you go to the effort of getting your Triumph insurance on an agreed value basis?

By obtaining a valuation from the TSSC's very own **valuation service**, you'll have the peace of mind that your cherished vehicle has been valued accurately and will therefore be insured at its true value. This is by far the most important reason as to why TSSC members should always insure with a specialist provider such as ClassicLine. The process of getting your Triumph onto an agreed policy is not as complicated as most think and would be worth every minute spent should you ever experience a total loss. By supplying the Clubs valuation expert with a completed **TSSC Valuation Form, along with 6 photos** (of your car of course!), the Club will authorise the information and value of the vehicle. This information is then passed onto us at ClassicLine and we'll ensure your cover is set up to reflect this value.

Please don't limit the amount of miles I can do and limit my fun!

Not all insurance providers are out to curb your enjoyment! The ClassicLine TSSC insurance scheme allows you to drive unlimited miles per annum; we won't penalise you for using your pride and joy.

I want to enjoy the open road, not get stranded on one...!

No vehicle is exempt from the odd mechanical breakdown or need for recovery following an accident, so that's why we include a UK & European breakdown and recovery service as part of our TSSC insurance scheme. We'll even throw in 'Homestart' without charging you more, a feature which is usually either excluded by other insurance providers or may incur an additional premium.

We're off on a road trip – am I covered in Europe?

Yes! Our TSSC insurance cover extends across into the EU for up to **90 days**.

Please DON'T condemn my Triumph to the scrap heap!

We know that your car may have been part of your family for many years as well as being maintained with parts to improve reliability and performance, so we've made sure that the insurance policy offered to all TSSC members allows you to retrain your salvage for free should your vehicle be classed as a total loss.

'Handle with Care'

Whilst we're sure that most high street, big brand repair shops would love to have a beautiful classic Triumph in their workshop, we've built our TSSC insurance policy to ensure that you have the choice of which specialist repairer or bodyshop you'd like to entrust your car to or we'll also give you option to repair it yourself!

Don't forget that if your Triumph has been SORN and is in storage or midway through a restoration project, we still have an insurance policy that can protect your classic in the event of accidental damage, or fire and theft.

Important News!

ClassicLine have worked hard to form a close relationship with the TSSC and we hope that our insurance cover will evolve to suit all TSSC members' needs.

We will also be offering you discounted premiums on your everyday car, as well as home insurance cover that will include protection for your vehicle parts, spare parts and tools should they fall foul of accidental damage or theft. For those of you who like to holiday with your Triumph, we can also cover your caravan or motorhome too.

See you at an event!

The ClassicLine team love attending car shows! You will often find us soaking up the atmosphere and admiring the array of beautiful cars on show. We cover around 30 shows a year so if you spot us at an event, please feel free to stop and quiz us with any queries or let us know if you'd like to give us a quote. Our friendly team are always on hand to offer advice and guidance to all TSSC club members – just look out for our **purple gazebo!**

A summary of insurance cover benefits from ClassicLine;

- ✓ TSSC Member Discounts
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Retro (Up)Grade for the Spitfire

I'm afraid that due to having to go away on a business trip I haven't been able to finish writing up my Le Mans Trip.

Member **Lindsay Dearing** of TSSC Devon area has come to my rescue by supplying the the following article.

Thank you Lindsay and I promise that part 2 of the promised Le Mans trip will be in the next issue.

"Retrograde: to go from a better to a worse condition"

Strange isn't it that some "improvements" are sometimes anything but, and can detract from the designers original vision. By designer, of course, I mean Giovanni Michelotti, and I intend to show how a parsimonious and retrograde BL went against his vision by replacing the curvy L878 front in-



Top of photo: L878 lenses. Bottom: L677 lenses.

"such as the Aston Martin V8, MGB and our beloved Triumphs "

dicator lenses with the cheaper L677 with peaked lenses.

Known as Lucas L878 lenses, these generously curved items follow the sensuous Italian lines of the front valance and mirror the radius of the front bumper. these curved units were fitted to a variety of british cars in the late 60's and early 70's such as the Aston Martin V8, MGB and our beloved Triumphs.

But the insidious BL bean counters decided that commonality was the way forward and replaced them with the cheaper L677 angled lenses. These also appeared on other cars in the BL range such as the Mini, MGB and Midget 1500.



Factory fitment of L677 lenses.



Follow the body.....

.....Or go against it.

Gone was the smooth line complementing the front valance; replaced with a semi-pyramidical slight to Michelotti's vision. The US versions continued with a single curved amber lens.

All is not lost. You can restore Michelotti's vision by sourcing some L878 clear (520083) and amber (520082) lenses. (Note: they are quite rare and expensive. I found some NOS by looking under Aston Martin parts!).

They will directly replace the current L677 angled lenses (516308 and 516306), fitted from 1973/4 on the Mk4 and all 1500 Spitfires up to the end of production in 1980. In addition to looking better they also allow more room for fitting LED bulbs, especially the sidelight.

Lindsay Dearing



There, that is much better, just as Giovanni designed it.

It's PLANE to see why classic Triumphs are so popular...



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GT6 joint ownership?

I would like to take this opportunity to thank all of the lovely readers of the Courier magazine. I have been inundated with emails from readers and I have received some lovely comments regarding my previous articles. All correspondence is greatly appreciated, on that note if you have any interest in writing an article to appear in the Courier then please do email me at the email address shown.

This month's article comes from Ant who has a truly lovely story about how he came to be a classic car owner, enjoy!

Alyson

"It all started nine years ago with a throw away comment that I made. 'Maybe we could buy a GT6 together and split the costs?' The seed had been planted and within an hour the hunt for a Mk3 was set. I'm Ant. I'm 35 and I live in Manchester with my wife Kate and Jack our two year old son. And who was I to jointly own this car with? Well that's my Dad Dennis, who lives in the North East of England. I think it's fair to say that classic cars run in our blood. My dad had worked through a long list of Triumphs starting well before I was born. There were a few other classics. Some of my most vivid early memories are of a 1937 Riley Falcon arriving at our front door on a low loader. This was in the eighties

26



Me in the Riley

and I was three at the time. The car seemed enormous and from a different planet compared to any that I'd seen be-

"The car seemed enormous and from a different planet compared to any that I'd seen before"

fore. I still remember the whirr of the dynamo, the chattering of the car's Ash body frame and of course that old car smell. Oh yes, I should get back to Triumphs and mention that there was also a much beloved 1976 Mk2 Stag in the garage which also got its fair share of use, nearly always with the hood down and me getting weather-beaten in the back. Looking back that is definitely when I caught the classic car bug.



Dad in the 70's

Fast forward to me turning sixteen and the dream was to own a classic Mini. I worked as many hours as possible one summer and spent all my earnings to buy an absolute shed of a 1968 Mk2 Mini Cooper - which then consumed all the money I made over the next two summers in parts and repairs. It was a 3 year bitter sweet experience with tremendous highs and rock bottom lows. Unfortunately I couldn't afford to run the car when I started University in Manchester and so I sold it back to a previous owner, who, like me had also bought it when he was sixteen.

So, you may be wondering what any of this has got to do with a Triumph GT6? Well, 10 years later after owning some hot hatches and assorted moderns I was really missing a classic car. Fortunately my dad was too. He had sold his same beloved Stag a few years earlier after 22 years of ownership. The car had overheated, ironically, while driving through a town called Boyle in the Republic of Ireland. Both aluminium cylinder heads had warped and after repair he took the difficult decision to part with it.

The car we bought together was a 1973 Mimosa GT6 Mk3 very recently returned to the road after a 25 year hibernation. There was still much mechanical work to be done on the car to make it reliable and it was running quite badly with a long list of faults including a worn prop shaft and gear box.



Bride attack!

I even used to get the occasional electric shock from the overdrive switch which made driving it even more eventful. It generally stayed up in the North East as I had no garage to store it in Manchester. In my family it became known as the Yellow Magnet as my number of visits up to the family home suddenly increased so that I could either tinker with it or take it away on some road trip. Kate and I would take it for weekends up to Northumberland or the Scottish borders. It

It has been a great partnership between my dad and I in making decisions about the car and working to improve it or even just keeping it running and wading through the many mechanical gremlins. As well as the bills, we have shared the highs and lows of owning it. But for me this year has been particularly special for two reasons. The first is that, with a petrol head friend, I finally drove the car to the Le Mans classic taking in a stop at the old Reims grandstands along



At Reims Grandstand

even featured on our wedding photographs - [legal disclaimer: no classic Triumphs were harmed in the making of the wedding photo shown.](#)

the way. We were pretty last minute with our organisation so that the TSSC camping pitches had long sold out. We went it alone on the 1300 mile trip

Le Mans 2018



older, I sat in that Riley Falcon all those years ago. My dad and I recently realised that the GT6 is now the same age as the Riley was when I first clapped eyes on it. So could this be the start of a lifetime obsession with classic cars, maybe even classic Triumphs? Well, it is very early days yet and his main love seems to be the Paw Patrol and Peppa Pig and that is stiff competition for the attentions of a two year old.

with a boot full of spares and a stickered-up GT6. The interest we got along the way was tremendous and we even had offers of accommodation for us and the car for when we go back again.

Apart from one particularly bad spot of vapour lock grinding us to halt in bad traffic the car ran very well despite the heat. It did us proud.

The second, and more significant is that Jack (my two year old son) has taken his first trips in, as he calls it 'daddy's old yellow car'. After much negotiation he now knows that he can only go out in it if he wears his



Jack in the GT

ear defenders (the sports exhaust is a little noisy for small ears). The excitement on his little face is contagious and I wonder if he is experiencing what I did when, not much

But, whether he will catch the classic bug or not, his dad and grandad have certainly succumbed and we will do our utmost to keep those old Triumph wheels turning.



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Let there be More Light

Hello Folks, well that was a long hot summer and with nights now drawing in maybe it is time to think about the lighting on our Vitesse.

"I thought how poor the dip lights were"

From the title of this month's article you have probably realised it has something to do with increasing the power of your headlights. Generally, the Vitesse main beam headlights are more than sufficient for road use. The main beam uses all four light units. Originally the two outer light units are 50 watts each and the inners 37.5 watts each on main beam. This gives 175 watts. This compares with 100 watts of the early Herald and 120watts of the 13/60. So why would you want to improve the headlights. Well maybe you don't? But, now let's look at the dip headlights which is just the two outers. These are 37.5 watts each and this gives just 75 watts. So how does this compare with Herald. The early Herald has 80 watts and the 13/60 has 90 watts on dip.

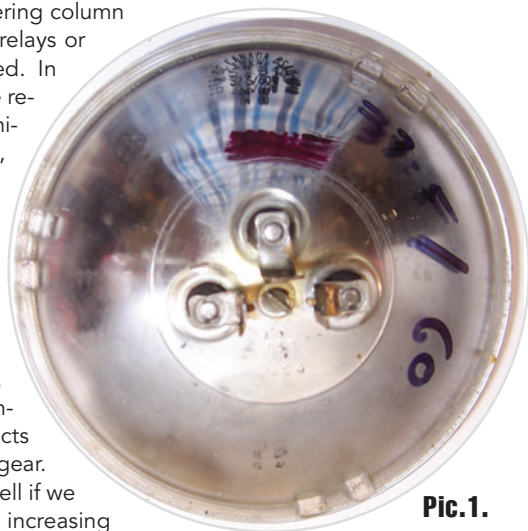
So, you can see the dip headlights on the Vitesse are maybe not as bright as you might wish. So, my suggestion is that any upgrade would only be applied to the two outer light units. All the original light units are 5.75 inch sealed beams and are

switched directly through the dash and steering column switches. No relays or fuses are used. In the 1970's the replacement, Unipart/Lucas, outer sealed beams were changed from the original 37.5 / 50 watts to 37.5/60 watts, [Picture 1](#), without any ill effects to the switch gear.

This bodes well if we only consider increasing the wattage to 55/60 watts of each outers as the existing switch gear could have problems handling the extra current of increasing all four light units.

much higher current.

The change in outers involves replacing the sealed beam units with the H4 bulb type



Pic.1.



Pic.2.

If you are considering changing all four headlights, then this would require fitting relays in the lighting circuit to switch the

light units. This enable the fitting of the standard quartz halogen bulbs. I first came across this modification back in

the 1970's not with a Vitesse but with our then daily transport a Toledo. The Toledo had two rectangular 60/75 watt sealed beams headlights, Picture 2.

In the late 1970's one of these had the dip filament fail. So off I went to Dutton-Forshaw in Maidstone my nearest Triumph spares department to buy a new sealed unit. I was told, sorry Lucas have stopped making them and the Unipart replacement is a Lucas light unit with a bulb. I looked at the bulb and found it was a 40/45-

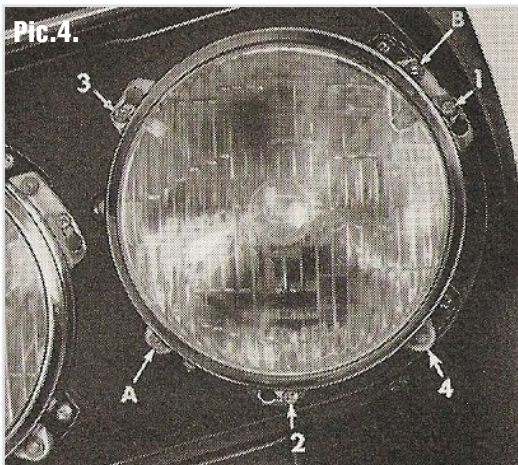


Pic.3.

watt type back from the dark ages, [Picture 3](#). I asked was there a more powerful bulb available. The answer was no, not through the Triumph spares system. To me the reduction in wattage would result a large diminution in the headlight brightness. So, I did some digging (remember no Internet in those days) and found the all new quartz halogen bulbs 55/60-watt were available. Though slightly lower wattage

than the original sealed beams the light output was much greater and with less stray light you normally get from rectangular headlights which was always distracting in foggy conditions. As a result, I was impressed with this conversion.

Over the last 50+ years I had gone from a car with bulbs to ones with sealed beams and back to bulbs. Each one of these changes has been an improvement in the headlights and as a result driving visibility. Some twenty years ago I converted a Herald



Pic.4.

known reason never fitted them. This year driving back from an area meeting I thought how poor the dip lights were and it was about time I converted to quartz halogen.

As it's important not to dazzle oncoming drivers before fitting the new light units it's a good idea to make a note of the existing light pattern so, once you have fitted new units you can check to see if they require aligning. The next step is to remove the existing sealed beams units.

On [picture 4](#) there are three screws marked 1, 2 and 3, these hold the retaining collar. Slacken off these screws, [Picture 5](#), sufficiently to rotate the



Pic.5.

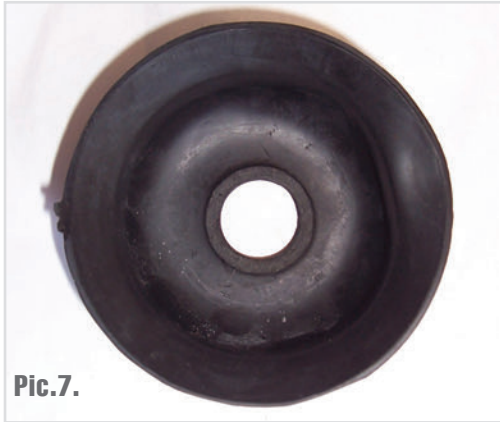


Pic.5.

Estate I had. Then twelve years ago I also converted my TR7 to quartz halogen and when at the Stafford International in 2009 I bought the outer light units for the Vitesse but then for some un-

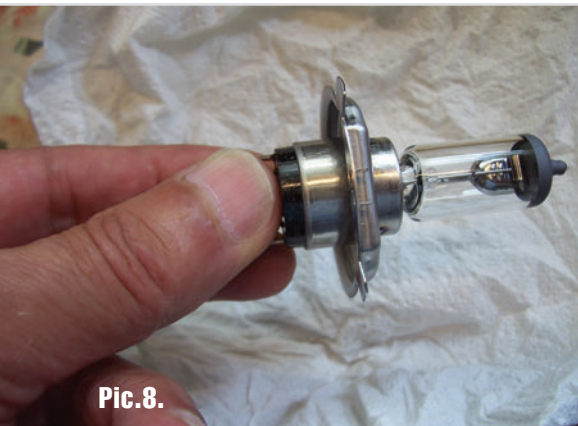
known reason never fitted them. This year driving back from an area meeting I thought how poor the dip lights were and it was about time I converted to quartz halogen.

beam to prevent it from falling out now remove the collar. Now un plug and remove the sealed beam. The bulb type light units come with a protective cover and hole plug. Remove both, but retain the rubber cover, [Picture 7](#).



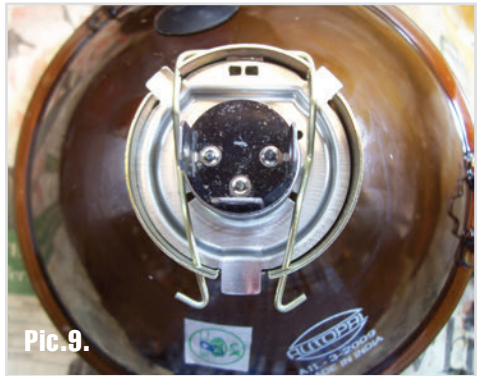
Pic.7.

Now fit the quartz halogen bulb. Be very careful not to touch the glasses, [Picture 8](#). I clean the glass with methylated spirit and then wipe off the surface. Now fit the bulb which has two small



Pic.8.

tags and one large one to ensure it fits in the correct position, See [Picture 9](#). There two types of quartz halogen bulb. [Picture 10](#) the earlier type which will not fit the later light units. Now fit the rubber cover over the rear of the bulb, [Picture 11](#). I found the neck of the cover was too long and had to be trimmed to prevent it pushing the electrical plug off. Now fit the electrical plug and align the light unit lugs with the slots on the mounting. [Pictures 13 & 14](#).



Pic.9.



Pic.10.



Pic.11.

Holding the light unit in place now fit the retaining collar which only fits in one position. The slots should line up with the headlight adjusters. [Picture 15](#) shows the light unit in place ready for testing.



Pic.12.



Pic.15.



Pic.13.



Pic.14.

Now if you do have to carry out any adjustment to the beams referring back to [Picture 5](#) this shows the alignment screws, A for the horizontal position of the beam and B for the height of the beam. The only problem I had converting to quartz halogen was the internal alignment of one of the bulbs supplied was way out due to lack of quality control, [Picture 16](#). I had to replace the bulb to achieve the correct beam position. Compare [Picture 16](#) with [Picture 8](#) and you will see the assembly inside the glass is off centre. Remember if you have doubts about the alignment of your headlights then get them checked out at a garage with a beam-setter. That's it for this month.

*Safe Driving & Keep Running
On All Six*

Dave



Pic.16.



Toledo-Dolomite-1300-1500

Andrew Burford TriumphToledo@tssc.org.uk

"So when where you last offered a Bargain ?"

Hi and welcome to the small saloon register. I'm sorry for the lack of articles, starting a new business kept me rather busy and I'm afraid that managing to sit down and write an article does fall by the wayside despite the good intention.

As some of you know I do have other automotive passions to and I try to spread my time helping others and sometimes getting help back !

I would like to say I still love these cars and behind the scenes still helping and trying to maintain links to other clubs where we share common goals. Times have moved on also and I think I've embraced that much more than others and have been very active on Facebook groups, which I believe is where the future is.

Here we can show pictures, share information, help with spares and solving problems. I'm also on twitter to but that's a different platform really.

Anyway so what's happened while I was away ?

Prices have seen a healthy interest and continue to be in magazines, often they look for the "lesser" models as they have written many times on the Sprint and of course not everyone can afford the price of the car and the insurance either.

Now to the title story as they say in the business..Earlier this summer I was offered an origi-



THE REVOLUTIONARY
TRIUMPH 1300

nal Michelotti drawing that sounded initially like a scam.

The person's name who owned it and the story that it was given to his grandfather by Harry Webster (I'm sure he needs no introduction) didn't seem to add up. He told me he had offered it to a local auction house so as well as passing it by the COM top man (Chris Gunby) I did some further research.

The "expert" at the auction house did confirm they had indeed inspected the painting and thought it genuine.

The seller was offering me the chance to obtain this bargain at potentially half what it might make at auction.....was it all to good to be true ?

I pressed the seller a little more and found the connection about him and Harry Webster in fact he could recall visiting HQ and sitting in the Herald seat along the wall, and recalls how delighted everyone was to see him.

Looked like there was only one way to find out for sure so a date was agreed to go to



Leominster to view and or purchase the said painting.

To look at the frame it's quite basic, plain in fact but then you have to remember the period and circumstances. A number of different Sketches would have been produced and presented until the design was agreed and then proper working drawings would start. No doubt most of these were thrown away and this particular one was passed

on to Harry who then subsequently passed it down the family. So what is it I hear you shout ?

This is the clue its...yes its the 1300FWD.

So now the moment you have been waiting for. Drum roll please Bern.....

So now only one question remains.

What is the connection to the Black Horse and rider?

Answers on a postcard to me or HQ.

Until next time, see you at the shows.

Safe Autumn Motoring.

Andrew

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STAG

MARTIN MARRISON stag@tssc.org.uk

Catching Up

I have just looked back and my last actual report written by me was back in April prior to SEM thus I have some catching up to do.

Le Mans

I ended up taking my Stag to Le Mans and we had a trip to Belgium and France to see some of the WW1 and WW2 sites. I think we must have covered 700 miles in the week. It was very hot but it appears that my cooling modifications, without the electric fan worked fine. The only challenge was when the accelerator jammed open on the motorway and this turned out to be the accelerator pedal had caught on the carpet. This was excellently organised by Clive Senior and Jon Beston managed to put up with my company for the whole week!

Le Mans itself was excellently organised by the Club, as usual, and I would like to thank all the Club officials that put many hours into this. We have a very good reputation for running a very civilised campsite and I think this may generate more members to join the TSSC so they can book with us?

Looks like there will be the usual bi-annual trip to Spa Clasic next year.

TriumFest.

TriumFest was very different



Clive's and my Stag being passed by a Boat in France!

this year and coincided with one of the wettest weekends in a record dry summer. From a Stag perspective there was a large display of Stags and I have probably not seen this many in one place. I found it interesting as there is a view that Stags all look the same however if you look hard enough there are a number of interesting differences. There was the Fastback prototype, there was a 4 x 4 Stag and a rally Stag. I will confess to not taking my Stag due to the weather but I went up in my modern which was a good idea. The weather was better on the Saturday morning but progressively got worse through the day and I am glad I took my boots my thick jacket and waterproof. By Sun-

day morning I was cold and wet and I had decided to go home early but I had one further look

"There was the Fastback prototype, a 4 x 4 Stag and even a rally Stag."

round and there was some cracking cars running up the hill and I ended up staying until 1pm before heading home. Again I would like to thank everyone from the Club that put the weekend together.

[How many Stags.....](#)

[Prices of Stags.](#)

On some of the forums there seems to be more stories that people sold on their stags, for



How many Stags?



what I would call reasonable money to what seemed to be honest and trusted buyers, then they are being seen to be advertised a few weeks later on various websites for 40 to 50% more. I think the term is "flipped" for a nice profit.... Stag prices seem to have broken the £20k price barrier but the challenge is getting a very good one for that price. I think if it is a full restored to a very high condition then all well and good but if it just has had a quick blow over and tart up then probably not. I will be keeping an eye on what is going on and report back in the future.

Round Britain Run

I will be doing the Round Britain Run on the 6th and 7th October for the first time with Clive Se-

nior and Eric Balzan in aid of Epilepsy Research UK. We will be taking; fingers crossed, Clive's Red Triumph Toledo.

If anyone would like to sponsor us the link is below: <https://www.justgiving.com/fundraising/clive-senior1>

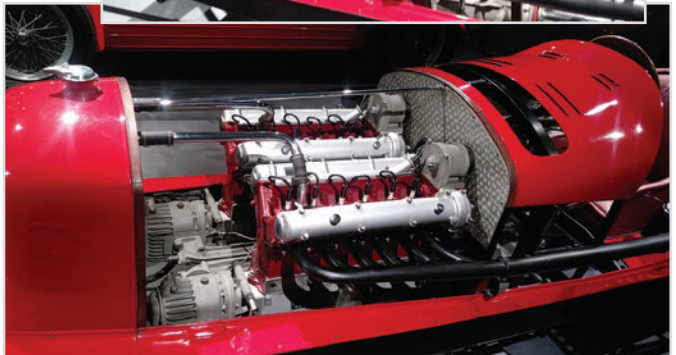
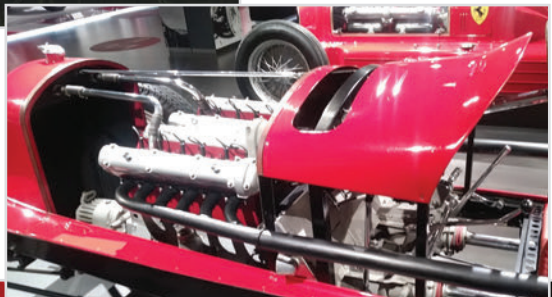
Alfa Museum

I was lucky enough to spend 2 weeks in Italy in August and I managed to go to the Alfa Romeo Museum in Milan and they had all manner of weird and wacky prototypes and the one below caught my attention. It has two straight six twin cam engines, both Super-charged, with two separate gearboxes and prop shafts. If I remember correctly the engines were 2 litres in size.

It makes the Stag engine look just simple!

I think it was just a prototype

Martin



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Rear overriders 703708/9	£60.00
Bonnet corner mouldings 706161/2	£27.50 pair
Wheel arch/bulkhead seal 704033	£4.00
Chrome bonnet catch 607663	£50.00
Door hinges 807824	£21.00 each
Boot hinges	£43.50 pair
Door to glass outer weather strip	£7.00
Hoods vinyl inc zip out window	£175.00
Accelerator pedal bracket 147655	£12.50
Set of 8 front suspension bushes 119451	£15.00 set
Front suspension shim 122022	£1.75
Caliper repair kit inc pistons type 12	£23.00
Caliper repair kit inc pistons type 14	£20.50
Caliper repair kit inc pistons type 16P/16PB	£28.50
Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/16PB	£56.00
Brake pads type 12	£15.00 set
Brake pads type 14	£10.00 set
Brake pads type 16P/16PB	£12.50 set
Her/Vit Recon steering racks RHD (exchange)	£60.00
Track rod ends	£9.50 each
Rear shock absorber GSA385	£18.00
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Recon steering rack (exchange)	£80.00
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Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£45.00
Lower steering shaft TKC1084	£47.50
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKC509	£25.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Recon exchange brake caliper	£46.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.50 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£350.00
Jackshaft 215207	£225.00
Recon starter motor (exchange)	£87.50
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Clutch kit TR8 Q/H	£110.00

STAG

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Steering column shaft 151032	£80.00
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Rear sub frame mounting 150382	£29.00
Rear wheel bearing kit	£22.50
Service exchange drive shaft 311914	£100.00
Recon rear hub assy (exchange)	£130.00
Recon Brake Callipers (exchange)	£56.00
Caliper seal kit inc pistons	£28.50
Set brake pads	£13.50 set
Recon brake master-cylinder (exchange)	£110.00
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Rear wheel cylinder GWC1211	£15.50
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Stag Mk II Rostyle wheel trims	£100.00 set

TR6

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Rear valance 908970	£110.00
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GT6

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Recon manual steering rack (exchange)	£60.00
Gearbox (exchange)	£350.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£12.50
Clutch kit	£80.00
Recon (exchange) water pump GWP201	£29.50
Rear wheel bearing kit	£19.50
Rear shock absorber	£20.00
Recon exchange brake caliper	£56.00
Brake shoes Mk I (axle set)	£27.50
Brake shoes Mk II (axle set) GBS803	£19.50
Rear wheel cylinder GWC1205	£17.50
2.5PI Rostyle Wheel trims	£125.00 set

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Head lamp assembly 1300/1500 Dolo (square)	£105.00
Headlamp bulb 1300/1500 Dolo (Square)	£28.50
Rear screen rubber 913937	£37.50
Boot floor carpet 1300 F.W.D. 617831	£25.00
Recon windscreen wiper motor (exchange)	£45.00
Dolomite 1300/1500 new exchange distributor	£59.00
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Set of HT leads 18.50	£12.00
Distributor cap 1300/1500 GDC136	£4.75
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Lower steering column joint FAM1718	£22.50
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Anti-roll bar mount bracket 153669	£12.00
Dolo recon exchange caliper	£41.00
Brake pads Dolo/Toledo	£14.00
Brake pads Sprint	£17.50
Dolo 1500/18-50 brake shoes GBS746	£20.00
Dolo 1500/18-50 wheel cylinder GWC1502	£15.00
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MK4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Service & 15 Year Chassis Check

When I bought my TR4A about 15 years ago the chassis was broken near the trailing chassis legs. It had been welded but there was a door gap at the top of the doors on the trailing edge of about $\frac{3}{4}$ " (20mm) and the bottom of the trailing edge of the doors were extremely tight in the door gaps (this is why at the time I could afford this TR). So, one of the first jobs that I had to address was this issue. I didn't want to strip the car down and have it off the road for a long time while I worked on it in any spare time I had, I wanted to use it. My plan was to repair the



Where the old chassis meets new fabricated 'Legs'

and I cut off the trailing chassis legs. I then cut and shaped 3

"doors were extremely tight in the door gaps "



Rear N/S chassis leg made 15 years ago

chassis in situation and try to keep the car on the road until I retired and would have the time to totally restore the car.

With the car raised on tall axle stands I undid all the body to chassis fixings and suspension mountings at the rear of the car

sided section with a series of "V's" and welds to the same shape as the old trailing legs, bolted the body to chassis fixings and suspension mountings that I had carefully removed from the old trailing chassis legs to the body and jacked the

car body to give as best door gaps as possible then tack welded the new trailing legs to the old chassis and body mounting and suspension mountings (writing this now it seems that the job was far easier than it was in reality!). With a few adjustments to the jacks the new trailing legs were seam welded to the old chassis and re enforced with metal plates. The new trailing legs were then made into box sections by welding in a section to the inner horizontal face, they were now seam welded on the 4 planes. The TR now had a very strong chassis that should



last until I retired.

Well retirement came 6 years

lift. With the car raised I was absolutely amazed at how good my chassis still looked, the trailing legs still looked brand new (well,



almost). The first thing I did was to raise the front wheels off the lift, remove the front trunnion oil/grease nipples, clean them and make sure that the semi fluid grease (which I always use as it never goes hard like some grease, but lubricates as good as EP90 and doesn't leak away so easily) flowed through them when attached to the pump on activation. The nipples were then re fitted to the trunnions and with the pump attached semi fluid grease

later and I kept putting off a total restoration of my TR as I just didn't want to take it off the road, I even bought a reconditioned chassis so that I could just transfer all the parts (if things are ever that simple). More recently I have even been looking for a "cheap" TR4/4A that I could use while my car is off the road undergoing a restoration then sell on the substitute when mine is finished, but I honestly love my TR, so many memories that I just don't want to take it off the road for a week let alone months, so I am still in a quandary! Anyway, to get to the point of this re-



was pumped into the trunnions until it pushed out of the top seal. While I was doing this GB's welding Guru came across and said "come and have a look at the result of someone not lubricating

port, GB Classics hire out a four post lift on their premises to classic car owners for £15 an hour (even less for car clubs that book a block of hours), so I thought that I would book an hour and give my TR it's midyear service and give the underside a good looking at (far easier than jacking it up and lying underneath it). So with my hour booked I drove the 6 miles to GB Classics and parked my TR on the



their Spitfire's trunnions", he then showed me a 1500 Spitfire that had passed an mot less

bringing with it the inner chassis strengthener, another job for GB's welding Guru!



than 8 weeks before and had been driven less than 100 miles in this time, the owner had brought the car into GB Classics as the steering "felt funny", the reason for this was that the O/S trunnion had partially seized on the vertical link and as there had been corrosion in the inside area of the chassis where the lower wishbone bolted through it, the wishbone had ripped through the chassis

I returned to my TR and drained the engine oil and removed the oil filter. A top quality 20/50 engine oil and a non return valve oil filter supplied by GB Classics (support your local suppliers when possible, you may need a service part urgently one day) for a total of £17.50 were then fitted/added to the engine. I then topped up the gearbox oil and differential (so much easier with the car on

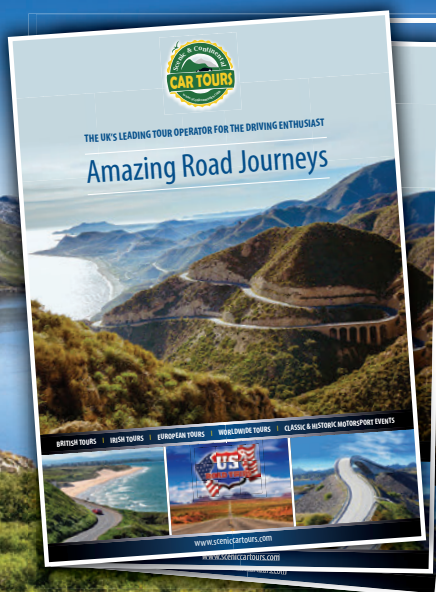
a lift). With these service issues addressed I checked to see how much time I had left as an MGBGT owner had just turned up for his pre booked hour on the car lift, I still had 35 minutes! So with a borrowed wire brush I gave the underside of my TR a good brushing and found some surface corrosion on the inner sills, also some of the chassis paint flaked off from the original chassis. I had taken some wax oil under seal with me so I was able to touch up all the areas that needed it and with this finished I still had time left on the lift, so I purchased 2 aerosol cans of cavity wax from GB Classics (£15) complete with "wands" to coat the inside of box sections and I injected the wax into all the chassis box sections, sills and wing to body joints! All this in less than an hour! Now the underside of my TR looked FANTASTIC! It looks like the chassis will last another 50 years, especially if I make it part of my service regime to carry out this "Chassis service" more regularly than every 15 years! I'm not saying that I'll never get around to a total TR restoration, but at the moment I am very confident that I can keep my TR going indefinitely, so does anyone need my spare chassis? Let me know, because even if I do restore my TR I will be keeping my home made trailing chassis legs. So a very big thank you to the guys at GB Classic Cars for this invaluable service.

Whether on a 2 post lift or 4 a TR is more!


Bern

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TR7-8

ALL MODELS

PAUL LEWIS tr7-8@tssc.org.uk

Laon Historique Trip Part 3

Laon Historique is run over 3 consecutive days although most people only attend the Saturday and Sunday. The Saturday is a road run. Sunday is a gathering in the town itself with parade laps around the town and the Monday another optional road run.

We left our hotel in Soissons after breakfast and

"At the check in you are given a bag full of goodies and an information booklet on the road run"

headed into Laon to the pre designated check in. Here you are guided to park and then left

to find your relevant check in desk. The organisers also provide free of charge coffee and croissants whilst you are



waiting. At the check in you are given a bag full of goodies and an information booklet on the routes for the road run.

There is no set start time, so once you are ready off you go. The route is very scenic and this year the half way stop off was at an old Belgian race circuit called Chimay.

We arrived at the race circuit around lunch time and parked alongside the other hundreds





then headed back to the hotel for an evening of tell tales of our day.

Sunday morning was similar to day previous but this time no checking in required just a drive into the town to another pre-determined car parking area. Here we parked up and enjoyed a walk around the city until it was time to have our parade lap. The parade lap goes through the city streets and is well supported by the locals cheering and clapping at the pass of the cars.

That evening we departed to another overnight stop prior to a day travelling back to Lumbres then on the ferry and finally home.

of classic cars at the event. Lunch and beer were provided free of charge along with a timed slot to drive the circuit. After a hour or so looking at the cars on show and enjoying the atmosphere we set back on road back to the finish line in Laon where we cashed in our champagne tickets for completing the run. We

The long weekend was great with fine weather and great company. What I would say is the cars are there to be enjoyed and you will remember the trips more than the days the car has spent in the garage. So look ahead and get involved. The TSSC is a great place to join one of the events and enjoy the comradery of fellow enthusiasts along with the support the Club offers.

Next month will be the start of thinking about the tasks over the winter..

Paul



Final Meal in Lumbres



Mk 1/2/3 <http://cook1e.blogspot.co.uk/>
ANDY COOK gt6@tssc.org.uk

TriumFest & Slovakia or Bust! 2

TriumFest at Shelsley Walsh.

As mentioned last month I was unable to go due to eyesight problems. I do have some GT6 pictures of cars on the track from the event though.

This is **Paul Robinson's** GT6 that he brought over from Northern Ireland to compete in the Nostalgia hill climb event that was taking place alongside TriumFest.



Paul Robinson's GT6 from Northern Ireland competing at Shelsley Walsh. Picture by Glynn Davis

So Paul came from "Overseas" to TriumFest in his GT6, however not quite as far as the other GT6 competing at the event, **Roy Davis** brought his GT6 all the way from Australia to compete in this and a few other UK motorsport events. Pictures below by none other than Paul Robinson who drove the other GT6 hill climb car. Thanks Paul.

46



International GT6 Meeting

The international GT6 weekend took place in Großenkneten in Germany last month. I would have liked to attend this event but it was just

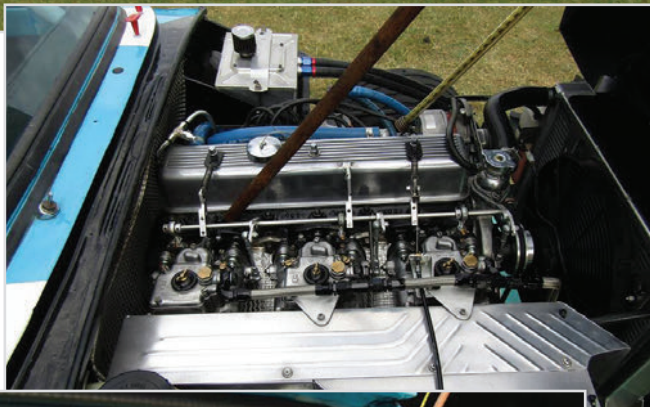


event and even better can write a short report that would be appreciated, please send through to me at gt6@tssc.org.uk

We continue now with **Nigel Paine's** adventure from last mont.

Slovakia or Bust

(Or how I drove our Mk3 GT6 to Slovakia)
by Nigel Paine



Roy Davis' GT6 all the way from Australia competing at Shelsey Walsh

too close really to the Club Triumph Round Britain run that I have entered into with my other Triumph (Dolomite). In fact it clashed with the Round Britain drivers briefing meeting which I needed to attend.

Hopefully I'll be able to get

along to next year's international GT6 event.

Anyway, above is a sticker from the event, kindly sent through to me by Hans-Georg Stumpf, one of the organisers.

If anyone who did attend has any pictures from this year's

Thursday 18th May was going to be warmer than the previous day however my destination was Prague less than 300 miles away. After taking some nicely posed shots of the car in front of the hotel and receiving some very nice comments from the owners I set off, first filling up with fuel and purchasing some sun cream at another hard-to-find German service station. I then pointed the GT6 in the direction of Dessau-Ross-lau just 60 miles away. My intention was to visit the excellent Hugo Junkers museum in the town. Junkers was a peaceful man and engineer whose inventiveness took him into all sorts of different areas from aircraft and engine production to manufacturing pre-fabricated houses and bathroom showers! He died in 1935 before his company was taken over by the Nazis and used to produce military aircraft bearing his name. Junkers had also developed a range of opposed piston diesel engines intended for a wide range of applications including vehicles. My purpose was to conclude some research into the Junkers Jumo 204 six cylinder aero engine which was built under licence in the UK by

D Napier & Son Ltd.

They took the revolutionary step to combine three of these engines into a triangular shape to create 9 and 18 cylinder Napier Deltics (as mentioned earlier) and capable of generating over 4,000 BHP.



**Mig23 at the Junkers Museum,
Dessau-Rosslau, Germany.**

Outside the museum were some old East German aircraft including a MIG23 that had entered service in 1970, the same year as the Mk 3 GT6.



The Bauhaus

I then drove to the Bauhaus, also in Dessau, which was one of the most influential buildings in Modernist architecture. Whilst turning the GT6 for another posed shot in front of the building I was approached by a group of Chinese tourists who also wanted to photograph the car. No word of a lie they all came up to me, bowed, shook my hand, and said "Very nice car!"

Leaving Dessau I joined Auto-
bahn 9 heading south to Leipzig



Bad Gottleuba

joining the 14, skirting Dresden and joining the 17 and now heading south and gaining altitude. After a comfort break at services in Bad Gottleuba I took my last photo of the GT6 in Germany before heading over the border in the Czech Republic. Back on the motorway I remembered that I needed to purchase a vignette so I entered the town of Usti nad Labem causing heads to turn as the Triumph ticked over at traffic lights in the town centre. Again, an enthusiastic forecourt attendant provided the fuel filling and window cleaning service. He told me that he owned an old Trabant that was his pride and joy. When I opened the bonnet he pointed at the heater water valve and excitedly told me that the same were also fitted to Skoda cars of the same period.

I was now 50 just miles from Prague but had to be there by 21.00 so I made for the autostrada 8 and put my foot to the floor. Now that the cooler evening had arrived



Waiting for a train in Prague

the engine's temperature gauge finally moved down for the first time in two days. Bang on 21.00 I drove down a ramp into the back of Prague Hlavní Nadraží station.

This is the main railway station in Prague where my plan was to put the GT6 on the train home. The roads from Prague to Bratislava (Slovakia) were often made of concrete and I did not fancy driving the 150 miles to the Slovakian border with the car shaking itself to pieces from the constant "dunk, dunk, dunk, dunk" of the joints in the concrete panels. Also, I was knackered, needed a wash AND it was only going to £60 for the car to travel the final 400 miles home. I checked in and, on seeing the GT6, two cars were reversed off the bottom deck of the railway wagon because there was more clearance under the vehicle. I drove the car on to the train whilst being filmed

train to Eastern Slovakia. On the station platform a pair of armed police patrolled the rear of our train and photographed the GT6.

I knew it would be safe so wondered on to the station forecourt to find food and a well earned beer. At 22.30 the train set off and I fell into a deep sleep in my sleeping compartment only to be woken, seemingly 10 minutes later, by the attendant who gave me coffee and breakfast and told me that we would be arriving at Poprad-Tatry station in 30 min-



All Aboard!

and photographed by the train crew and passengers.

The wagon along with a sleeping carriage was then shunted on to the back of the night



High Tatra mountains

utes. I opened the window blind to see the spectacular view of the High Tatra mountains in the distance. At Poprad-Tatry the sleeping coach and



Shunted onto Night Train



Spot the Triumph!



Waiting to disembark

early morning burn down the dual carriage way I was pulling up in front of our home in the town of Kezmarok. My wife and son came out to see the car as did all our neighbours who spent time looking at and talking about the 'pekne auto'. After a quick breakfast we drove my son to school where all his classmates had the chance to sit in

car carrier were shunted into a siding. The car was pointing in the right direction so disembarkation was simple and fifteen minutes later I was driving through Poprad as everyone was going to work.



Touchdown - Poprad-Tatry station.

People in cars stopped to wave and look at the GT6 since classic cars are not common in Slovakia. After a pleasant



School Visit



Family - Jana, Patrick & Nigel

a 'veteran'.

Returning home I parked the GT6 and that was it. I had travelled steadily in what was effectively a new car in hot weather conditions for over 1000 miles to Prague with little problem. Its mechanical performance was pretty much flawless however I did have a long list of jobs to do which had been noted down en-route.

Since arriving in Slovakia my family and I have taken the GT6 to the mountains, driven into Poland, posed it by a steam locomotive and even managed to get my mother-in-law in and out of the car. How this was achieved, transferring the vehicle to Slovakian ownership and joining the local veteran car club is all another story.

From the Archives.

As I will be attempting the Club Triumph Round Britain Run in my Dolomite this month I thought it would be nice to reminisce about the first time I completed this chal-

lenging event in my GT6 as it was a bit of an interesting story.

Here's **Jason Chinn's** account of what happened from his blog in 2006

*"Gutted, elated
and kn*ckered!*

*Just a quick post to say I completed the RBRR on the weekend - but not in the Vitesse!
Driving to Co-driver Andy's house, some 15-20 miles away, that vibration at speed started*



My GT6 from Jason's Blog, "fully" prepared for the Round Britain Run! 2,000 miles in 48 hours with 20 minutes preparation, no problem!



The car never missed a beat all through the event, we ran towards the front of the field, arriving at most controls early and getting some sleep before the control opened. I am seriously impressed with Andy's car!

As for mine, well my brother-in-law and I will collect in on a trailer tonight and I'll start tearing into it immediately.

The possibilities are endless but I think it's either clutch cover disintegrating, flywheel coming loose or crank bearings seriously busted! And so it began I'm grateful to Andy for his faith in the car, his companionship on the run and his "foot down and rag it!" driving

to get worse and was at any speed. So bad was it that I really didn't think I was going to make it. When I pulled up at Andy's the car sounded like a meat grinder full of spanners - something at the front of the gearbox/back of the engine was seriously wrong - the noise was there at tickover, clutch in or out. Everything else worker but it was clear we were going nowhere in this car - GUTTED!

So what to do now? Go home and take the wife's Sixfire? Or take Andy's GT6 - neither cars had been prepared. "Mine just needs an oil change" said Andy - so that's what we did! We spend 20 mins preparing the car - changed oil and filter, topped up the fluids and went.

style. The photo above was taken after the 20 mins of preparation, that included pulling the stickers off my shamed Vitesse and whacking them on the GT6"

Oh, and the issue with Jason's Vitesse? ended up being a broken Crankshaft, just as well we took the GT6!

Andy



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Long-suffering project Dolly is receiving some TLC.



COOL!
No, 'J-LO' hasn't eaten poor James... he's fitting an uprated radiator to take care of that sporty MX-5 engine.

We celebrate 50 years of British Leyland with a birthday road trip back to the factories involved. Plus, **Nigel Clark** takes his GT6 MkIII for the dreaded MoT test, while **Gary Stretton** edges ever closer to getting his Peerless GT on the road at last.



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A1+ TOP CLASS The vehicle must be in excellent condition with little effort to be considered to be Concours.

A2 AVERAGE The vehicle should be in good working order, capable of regular use and satisfying an MoT test requirement. The bodywork/ chassis must be free of extensive rust and/or damage.

A3 SERVICEABLE The vehicle must be in a reasonably condition and be capable of satisfying an MoT test requirement. The bodywork/ chassis must be free of extensive rust and/or damage.

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	fhc & dhc	1959-61	948/4	10000	7000	5000	3000	1800
Herald 1200/1250	saloon	1961-70	1147/4	9000	6000	4500	3200	1000
	fhc & dhc	1961-67	1147/4	14500	9500	6000	3800	1300
	van & est	1961-67	1147/4	12000	7000	5000	2500	1300
Herald 13/60	saloon	1967-71	1296/4	8500	5500	4500	2200	1000
	dhc & est	1967-71	1296/4	14000	7500	5000	3500	1400
Spitfire 4	sports	1962-64	1147/4	22000	18000	14000	8000	4000
Spitfire II	sports	1965-67	1147/4	19000	16000	12000	7000	4000
Spitfire III	sports	1967-70	1296/4	18000	15000	10000	4800	2500
Spitfire IV	sports	1970-74	1296/4	12000	7800	4500	2100	1300
Spitfire 1500	sports	1974-81	1493/4	14000	9000	6000	3300	1300
GT6 MK1	fhc	1966-68	1998/6	24000	20000	15000	7500	4000
GT6 Mk II	fhc	1968-70	1998/6	23000	18500	13000	7500	4500
GT6 mkIII	fhc	1970-73	1998/6	20000	17000	12000	6000	3000
GT6 Convertible Early (RT)	dhc	1966-70	1998/6	20000	18000	15000	8000	4000
GT6 Convertible Later (ST)	dhc	1970-73	1998/6	18000	16000	12000	7000	4000
Vitesse 6	saloon	1962-66	1596/6	10000	7000	5800	3000	1500
	dhc	1962-66	1596/6	12000	9000	7500	4000	1800
Vitesse 2L	saloon	1966-71	1998/6	18000	12000	8500	4500	1300
Mk1 & Mk2	dhc	1966-71	1998/6	20000	14500	9000	5000	1500
Renown	saloon	1946-54	2088/4	12600	9100	7000	4200	1680
Roadster	dhc	1946-49	2088/4	25200	19600	16800	13300	7000
Mayflower	saloon	1950-53	1247/4	5600	3850	3080	1680	900
TR2	sports	1953-55	1991/4	35000	24500	15400	8400	5000
TR3 & 3A/B	sports	1955-61	1991/4	38500	28000	16800	9100	5500
TR4	sports	1961-65	2138/4	35000	24500	15400	8400	4000
TR4A IRS	sports	1965-67	2138/4	38500	28000	16800	9100	4500
TR5	sports	1967-69	2498/6	65000	45500	26000	13000	9000
TR6	sports	1969-75	2498/6	40000	30800	18000	10000	4000
TR7	fhc	1976-82	1998/4	8400	5250	3500	2100	840
TR8 (Factory/Grinnall)	dhc	1980-82	1998/4	10000	8400	5500	3150	1400
	dhc	1980-81	3528/8	15000	10000	8000	6000	3000
Stag	dhc	1970-77	2997/8	26000	19000	12000	8000	3500
2000/2500S 2.5PI	saloon	1963-77	1998/6	13000	6300	4900	2100	700
	sal/est	1968-77	2498/6	15000	7300	6000	2800	1260
1300 & 1500	saloon	1965-73	1296/4	5500	2450	1820	1190	500
Toledo & Dolomite	saloon	1970-81	1493/4	6300	4200	3200	1400	600
Dolomite Sprint	saloon	1973-81	1998/4	10000	8500	4500	3000	1800
Acclaim	saloon	1981-84	1335/4	4500	2500	2100	1050	500
Bond GT 2+2	fhc	1963-64	1147/4	9000	6500	4500	2500	900
Bond GT4S & 1300	fhc	1964-70	1147/1298/4	6000	4000	4500	2500	900
Bond Equipe 2L	fhc	1967-70	1998/6	8000	5600	3800	2500	900
	dhc	1968-70	1998/6	9000	6500	4500	2500	900

N.B. - Definitions (i.e. Concours, A1+, A1, A2, etc.) as per Valuation Form.

Please remember originality and rarity will always add to value

For guidance on Triumph cars not listed please phone the Club Office 01858 434424

Left Hand Drive cars as above less 10% (or less 5% if converted to RHD)

Convertible GT6's: These Values only on proper 2 ltr chassis conversions otherwise 1500 Spitfire prices.

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BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

Not an Equipe?

This month I will start with something a little different – a Bond with 4 wheels but not an Equipe – that means it must be a race car – Jasper Bacon, a retired GT6 Register Sec writes:

"I'm sending you a few pics of some Bond single seaters that I saw racing at the Donnington Historic Festival 4/5/6th of May. Unfortunately I didn't get to speak with the owners/drivers, but just looking, I couldn't see any Triumph connection. Both cars were immaculate, have 1100cc engines in the front and were racing in the FJHRA / HSCC Silver line Formula Junior Championship for front engine cars. One of the cars was knocked out at the start of the race when a bit of wheel to wheel contact resulted in a bent track rod.

The other car did quite well, I believe it came fourth place out of a grid of 27 cars.

"Guy note: love the badge in the second photo, never seen one of those before – anyone know any more – or even have one?"

We had a fabulous weekend, there is plenty of natural viewing at the circuit on the infield and outfield, free access around the pits and the organ-





somewhere in the mix. Triumph club representation was surprisingly lacking in the infield, so my GT6 was parked next to Bob Digby's Elan at the Lotus stand."

I have featured these cars before but well worth doing it



again – that's something I should try to add to my collection – but I feel well outside my price range!

Jasper then added the following about the 2 litre Convertible Bond that he is restoring for his daughter:

"I include a few pics of the Bond Snowflake.... as I told you we've started to rub her backside down to a rather lurid green colour... it's taking ages.

I've had the fuel tank out and never in my life have I seen so much rusty shale in a tank. It's now been flushed with boiling water and detergent and is ready for Rust-busters Slosch sealant ... brilliant stuff, I've done several tanks with it.

That was a useful article by **Colin Lindsay** in May's Courier as the Bond 2ltr uses the Herald Estate fuel



isers have invested heavily in the venue with a descent cafeteria and loos and they also organised some brilliant weather. There was a TR4 in the Pre '63 GT race, a Triumph Vitesse that somehow got into the Pre-'60 HRDC Touring race, A TR4 in the GT and Sports Car Cup and a Triumph Dolomite



of the swirl pot. As with Colin, ours came off relatively easily with a big shifter; a good job due to the amount of rusty shale completely blocking the filter. The plan is to clean it off and re-use.



tank. To answer his conundrum, the Nymol filter is a simple push fit onto a piece fuel pipe braised on to the big nut at the bottom

In the Bond the swirl pot sits in the bottom of the boot and somewhat surprisingly, there was no drain hole below the banjo bolt, I'm telling you there is one now, and it'll allow better access to get a socket onto that bolt."

Thank you Jasper for saving my bacon (pun definitely intended!).

As you may have seen from Suzie's article we are doing these registers in a rush as we get ready for taking my Convertible to Brittany for a camping weekend.



Guy

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Not such a Big saloon!

Hello. As always, hope you and yours are well while reading this edition of the Courier and the Big Saloons bit!!

While writing, its been rather nice today in early September. The grass seems to have recovered so needed another cut, and in preparation, my 2000 Mk2 had a wash and ready for a show. Mainly dust still I am removing! When reading this however, the weather may have changed, and now limited chances of external washing and treating the paintwork!

We attended a local show at a nice pub (Harte and Magpie, Winchmore) which we do every month through the summer. It's a USA car or British car (pre 1985) as I have mentioned before. It was quite amusing as we had managed to arrive quite early, so thought I would park in area which would limit the large USA cars becoming too close. That worked, but only to demonstrate the difference in size! In fact, when we came back to the car park, it gave the 'I thought I parked the car there, oh no, what has gone wrong' idea!!

To highlight the lovely summer, we attended a local show which is the Cookham regatta. It's a very old show, but still very popular. It has a classic car show with it, just in case you thought I had lost the point of this article!! It was a great col-

lection of various different manufacturers, but pleased to say two other Triumphs from my local area (South Bucks) were

different activities to entertain. It was a hot day on 1st September. My youngest son, Jack sometimes noise and lots of



Really BIG Saloons!

in attendance, (TR7 and Herald convertible). It's a lovely setting

" we attended a local show which is the Cookham Regatta "

being along side the Thames at Cookham. There was various

people unsettle him, and heat can be a challenge with him, as all kids. Fortunately, he has been attending many of the shows with the 2000 and knows that this is his car, and safe and keeps us happy as he's out of the sun!!

There is only a couple of shows left in my area at this time writing, but hopefully we can have



Cookham Regatta



r.p.m. The b.m.e.p. developed is 152 lb./sq. in. and the PI engine is governed to a peak of 5,800 r.p.m. by an ignition cut-out (no tachometer!). It is claimed that the new version has lost nothing of the 2000's flexibility, but that it has 20% improved performance, with a maximum speed under favourable conditions of around 110 m.p.h. The external appearance varies only by badges front and rear proclaiming its more sophisticated fuel feed, a trim and a PI badge on the pillar between rear ¼-light and rear window, a rather unnecessary "Injection" over the dummy air-intake on

some of the late sunshine we often receive. I will be adding another coat of wax to my 2000 as still not sure of what the best way of protection is through the winter as I have had poor experiences with covers.

Anyway, as the daylight is becoming less each day, I thought a small article from a road test in 1969 would make for something to read ...

Soon after it was announced in 1963 the Triumph 2000 saloon made a great many friends, for it was a smooth-running, roomy six-cylinder family saloon. Since then it has shared with the Rover 2000 more than half the 2-litre saloon-car sales in the U.K. More than 95,000 had been produced within five years of its introduction.

The 2.5 PI is the latest manifes-



Jack Keeps cool

tation of this popular Triumph, with a long-stroke (74.7 x 95mm.) version of the original push-rod o.h.v. engine, fed by Lucas 35 amp. Mk. II fuel injection. This has increased power output by 46½%, to 132 b.h.p. at 5,450 r.p.m. and torque by 30%, to 1,840 lb./in. at 2,000

the bonnet and simulated "expensive" wheels. A full-flow ventilation system was introduced for the 2000 over three years ago and the 2.5 has a 2,498 c.c. TR5-type engine with 9.5 to 1 c.r. and a Lucas-Type 15 alternator, and the brakes have

been enhanced by a larger, remotely situated servo, 1/8 in. thicker discs at the front and a bigger master cylinder.

Nine body colours and trims are available.

I tested a Triumph 2000 when it was a new car and was not enamoured, the dead feel of ride and steering spoiling it in any case, but I have friends who cannot understand this, such are the diverse views men express about motor cars. What follows are personal impressions of the new PI.

The interior of the car I find fussy and "cheap". The facia on the left has a highly-polished strip of veneered wood, carrying a small Smith's electric clock, the cubby-hole lock and a big ashtray with spring-up protective flap which came away in my hand when I tried to pull it out. This trim is of an odd, inconsistent curved formation, and clashes with the anti-dazzle finish of the remainder of the facia and screen sill. The instruments are deeply buried in a nacelle before the driver, which does not make them good for instantaneous readings, particularly as they catch reflections. They consist of a 140 m.p.h. speedometer with calibrations every 30 m.p.h. and trip and total odometers and a matching Fuel-Temp.-Amps. dial. The steering wheel is big, has a too-smooth leather rim, and its drilled spokes combine with the two control stalks to cast ten bright reflections in the driver's side of the windscreen. The stalks consist of a thick, rather short one on the left, for turn-indicators, with a push at its extremity for headlamps flashing, and a very slender r.h. one for

o/d, which operates in third and top gears; it failed to work after some 500 miles.

I cannot think that any serious driver in the S-T organization, from Lord Stokes downwards, has motored far in a Triumph 2000 or 2.5 PI. If they had they would surely have thrown away that cheap cluster of indicator lamps set in a cast frame right between the two main dials, where they shine straight into the driver's eyes, supplemented by a very bright blue full-beam indicator a little higher up. If the fuel level is low, the choke is being used for the initial few miles, and the headlamps are needed, the luckless driver of a Triumph is dazzled indeed, by this awful cluster of multi-coloured lamps. (Two others among them should not contribute to this illumination, for they are concerned with low oil pressure and alternator failure.)

More warning lights, for turn-indicators and full-beam, top the dials' nacelle.

The front seats are big and comfortable, with leather ventilated centers and easily adjusted, reclining squabs. There are swivelling cold air vents on the middle of the facia, but the front ¼-lights still open. The central hand-brake has a rather thick grip and is close to the driver's seat cushion. The gear lever rises from the parcels' tray, wobbling about in its leather skirt. Alas, it controls the gearbox with very notchy action.

The horn-push is in the wheel hub and below the dials' nacelle are three knobs, controlling cold-start, roof lamp and panel lighting rheo-stat. Very prominent tumbler switches, two each side of the nacelle, look after lamps, two-speed wipers and washers. The two on the left are nicely arranged to put on side and headlamps together or separately, but all off in one movement (only necessary because there are two switches, however); here again, symmetry is lacking, because the r.h. pair of switches are on a different panel from the other two.

The bigger PI engine is an impressively smooth and powerful unit, very responsive to the squirt injection, so much so that opening it up with the long-travel accelerator, which does nothing for the initial movement, is apt to be a jerky process. The fuel injection makes a noise like a dentist's drill, audible when the engine is idling, and coldstarts can take quite a time, if the instructions are followed. A stencil on the screen warned, in four languages, that the accelerator must not be depressed for a cold-start. This morning I gave six turns of the starter-key with full choke, without getting the engine to fire. I then gingerly gave a bit of throttle with my foot, and she went at once, although rich-mixture was required for some distance. This is the drill, according to the instruction, for a hot start. The instruction book does not refer to leaving the accelerator alone for cold-starts, so I suspect the new fuel system is not yet fully apprehended. I thought there was a smell of petrol inside the car, before it started.

I did not much enjoy driving this Triumph, because, apart from the aforesaid notchy gear-change, the steering is heavy, in spite

of being geared fractionally over four turns, lock-to-lock, and what castor return there is acts sluggishly towards the straight-ahead position, which is rather disconcerting. The ride is not bad, but more lively over rough roads than that of a Rover 2000. The disc/drum brakes are powerful but somewhat insensitive and inclined to squeal. Visibility is generally good, but the wood-capped window and screen surrounds are quite thick.

One lady driver said she preferred the conventional fascia and bonnet of the Triumph to the high-set open shelf and drop-bonnet of a Rover.

There are under-facia shelves, the big lockable cubby hole and if a radio is not fitted, a central console locker. The boot is very commodious and its lid self-rising. The light bonnet lid is hinged at the front, so is self-supporting when open, but needs a finger to release the prop. The engine is an impressive piece of machinery. The Exide battery is accessible and the long dip-stick very easy to reach, on the n/s.

The fuel tank holds 14 gallons and is filled by a horizontal filler covered by a cheap bayonet cap under a flap on the n/s. On a full tank I drove 200 miles before the low-level light began to flash and the tank ran dry after 236 miles. As the fuel gauge is steady reading and shows below E before the fuel runs out, I would have thought the warning light could have been deleted. A check on consumption, using the specified 100-octane petrol, gave 22.1 m.p.g., so presumably the tank does not hold the specified 14 gallons. After 700 miles the oil level had fallen by 1½ pints. The eight-pint sump needs draining and refilling every 6,000 miles and there are no chassis lubrication points.

The test car was on Goodyear G800 tyres, 185 x 13 on 4.5 rims. It understeered on corners, but displayed good grip, but the steering is apt to be spongy and lacks precision, while some body-shake is evident at times. The Triumph 2.5 PI gives very impressive acceleration and speed, is quiet-running in top gear, and has the usual refinements, such as sill interior locks, roof-grabs for the passengers, cigarette lighter at the back of the parcels-shelf wall, vanity mirror, good carpets, Stanpart safety belts, Triplex

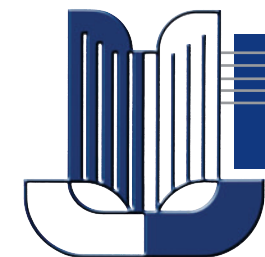
zone-toughened screen, coat-hooks, arm-rest to divide the wide back seat, rubber-tipped bumpers, side repeaters for the indicators, dual headlamps, good reversing lamps, etc. Setting the heater is fully described in the instruction book, but on a cold run to Silverstone I never got it as warm as I wanted, and one's feet never got really warm. I prefer the Rover 2000TC, however,

which, even if its steering is not its best feature, is nicer in that department and has a better gear-change once one has engaged bottom gear by strong-arm action, while on twin S.U. carburettors it seldom gives less than 25 m.p.g., usually a good deal more. It is a bit more spacious, but has a smaller boot, and is really a four-seater instead of a family five-seater. It is about as quick as the Triumph in all four gears, but the latter leaves it on acceleration (doing 0-60 m.p.h. in 10.3 sec.). If the Laycock o/d is fitted, giving a 3.92 third gear and a 2.83-to-1 top, the Triumph PI will go to over 100 m.p.h. in o/d third and cruise at the ton at just above 4,000 r.p.m. in o/d top, which is impressive. It sells for £1,547 in this form, inclusive of purchase-tax.—W. B.



Please do send me in any pictures of your Big Saloon or /and stories of what you have been up to over the summer. Take care,

Carl



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Tea for all at Lifton Farm Shop

by Sue Franklin & Darren Groves - Devon AO's

In the best of Devon's autumn weather, we were treated to an all-Devon Day by Jon Chartres. Having originally been a member way back in the 80's, John has recently re-joined us and is presently restoring his GT6, alongside working on a history of Devon area from the outset.

A two pronged approach to the venue, the Farm Shop at Lifton in West Devon, with the 'Southerners' meeting at the popular House of Marbles at Bovey Tracey. There were 11 Triumphs, 9 of which



made the trip, together with one modern. Altogether, 21 from the South with two dogs. There was time before the off to indulge in breakfast, one of things we do best!

" A two pronged approach to the venue, the Farm Shop at Lifton in West Devon "



The 'Northerners' met at The Old Bowling Green Car Park Torrington, plenty of time was built into the trip, so there was an opportunity to catch up and chat around the cars.

A passerby came over to chat as he used to tune Triumphs in Coventry.

From the South Jon had prepared a lovely route of around 38 miles, across the best of Dartmoor, taking in Widecombe, the exceedingly narrow



ford Lake, then picking up the old A30 from Tinhay into Lifton.

After the obligatory look

smart TR4A IRS joining us on its first Club event. The Northerners left Torrington with 1 Herald, 1 Stag and 4 Spitfire,



Ponsworthy Bridge and Ford, and on to Two Bridges and Tavistock before arriving at the Farm Shop.

From the North a 34 mile trip taking in Frithelstock, Stibb Cross, Holsworthy Beacon and Halwill Junction before cutting across country past German-sweek and over Road-

round the cars and natter, an exceedingly good tea was had, either the Devon way or the Cornish way, but no arguments as to which was right.

collecting another Stag at Lifton as we arrived.

We managed to display all 16 Triumphs in an arc at the back of the car park.

A big thank you to **Jon**



The Southerners had 2 Stags (both white), 1 GT6, 1 Vitesse, 1 big Saloon, 2 Spitfires, Annie's Herafire and a very

Chartres for organising a really enjoyable event.

Sue & Darren

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VITESSE 1600. Parts for sale. Red seats front and rear, useable. Dash, loom, petrol tank and other sundries. Clearing the garage, so cheap to anybody that can make use of them. Dave May (Colchester) 07906 252660.

VARIOUS VITESSE 1600 PARTS. Copper brake pipe set. £75.00. Copper fuel pipe kit. £75.00. Pair of new front Goodridge hoses. £40. Pair of boxed standard discs. £30.00. Dave May (Colchester) 07906 252660.

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VITESSE MKII Convertible. Lucas 22D6 distributor, good used, full set of bumpers, good used, also some odd bumper sections available, locking chrome fuel cap with key, good. Lots more! Offers. Jake Barnes (Northamptonshire) 07811 21470

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arrived and did not work! Richard Hutchins (DH1) 07900 217714.

WHEELS WANTED Wanted a set of wheels for a MKII Vitesse. I'm looking for original steel wheels with trims and hub caps or the Rostyle trim with wheels. Tony Mcalpine (Kent) 07973 539081.

HARDTOP WANTED Looking for a hardtop for my Herald 1200 Convertible. Any condition considered. Clifford Shiel (Maidstone, Kent.) 01622 734468.

GT6 III - CARPETS, IDEALLY BLUE. Set of carpets wanted ideally any shade of blue

but other colours might be suitable. New or used considered. 07452 844657 Keith Hardwick (South Bucks) 01753 647188.

VITESSE MK2 SPARES WANTED. Front Seats Black. Carpet edge strips. Interior mirror clips (locating visor rods). J. Rimes (Cirencester) 01285 654183 or eve 831222.

VITESSE MKII BONNET PIVOT TUBE. Wanted Bonnet Pivot Tube for Vitesse MkII. Also sun visors for Triumph Herald. Roger Williams (Cornwall) 07760 374746.

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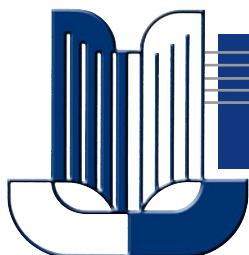
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TSSC OFFICERS

Triumph Sports Six Club

NB. 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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Tel: 02838 832453. e-mail: herald@tssc.org.uk

HERALD 1360

Phil Willson, 37 The Grove, Sidcup, Kent. DA14 5NG
Tel: 020 8302 0059 e-mail: herald1360@tssc.org.uk

SPITFIRE Mk I/II/III

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE
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SPITFIRE Mk IV/ 1500

Steve Payne, 47 Tiverton Drive, Horeston Grange, Nuneaton Works. CV11 6YJ.
Tel: 07885 449609 (6 to 7pm) e-mail: spitfireIV-1500@tssc.org.uk

VITESSE 1600/ Mk I/ II

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA
Tel: 01635 868640 - Eves/Weekends e-mail: vitesse@tssc.org.uk

GT6 MkI/ II/ III

Andy Cook, 7 Albany Road, Fleet, Hampshire, GU51 3NA
Tel: 07822 801275 (Eves/Weekends) e-mail: gt6@tssc.org.uk

BOND

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Tel: 07823 771811 e-mail: carlswanson@btinternet.com

TOLEDO/DOLOMITE 1300/1500

Andrew Burford, 13 Highgate Avenue, Birstall, Leicestershire. LE4 3JL.
Tel: 0116 267 1688 (Eves/Weekends) e-mail: TriumphToledo@tssc.org.uk

TR 4/4A/5/250/6

Bernard Littlewood, 92 Lascelles Drive, Pontprennau, Cardiff. CF23 8NQ.
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TR7/TR8

Paul Lewis, 14 Northbourne Drive, Nuneaton, Works. CV11 4GA
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Tel: 01527 894125 e-mail: pro@tssc.org



October 2018

AREA
NEWS

AREA Directory • News • Events



ESSEX TRIUMPH SPORTS SIX CLUB 40TH Birthday part 2 **The Exclusive Weekend**

Friday 16th November

Eat out

Campanile 01268 530 810 ask for Tracy price per room

Double: £51.65 night B&B

Single £46.65 night B&B

Gather around the bar for a chat & catch up

Saturday 17th November

Drive out

To local German market

Get all your Christmas presents

From the speciality stalls

Plus on the way back an antique and collectors centre if you wish

3 course set Christmas meal £16.95 (£5 deposit 1 month before to Allan)

Campanile 01268 530 810 ask for Tracy price per room

Double: £65.25 night B&B

Single £60.25 night B&B

Sunday 18th November

Drive out

Though Essex countryside

Mystery visit? then on to

To the garden centre the club meet

For lunch and good byes

**Any money made or donated will go to the
Essex Air Ambulance**



AREA DIRECTORY

Triumph Sports Six Club

SCOTTISH AREAS

SCOT CENTRAL	Michael McCallum: 07725 804602 Jacqueline Rankin: 07853 153691 <i>Harvester, Springfield Quay</i> - GLASGOW. G5 8NP	1ST THURS. 7.30PM
SCOT N. EAST	Danny Stroud: 07823 539047 <i>Various</i> - see report in Area news	LAST THURS. EVES.

NORTHERN AREAS

CHESHIRE	Henry Jones: 07779 878125 <i>Cock & Pheasant</i> - BOLLINGTON CROSS. SK10 5EJ	1ST THURS. 8.30PM
CUMBRIA	Roy Ross: 01229 474077 Phil Evans: 01946 861548 <i>Advertised in Cumbria News & Website</i>	LAST SUN. 12 NOON
MANCHESTER	Wayne & Anne Ash: 07770 565670 Mark & Lorraine Kilgallon: 07954 784342 <i>The Joshua Bradley</i> Stockport Road, Gee Cross. SK14 5EZ	1ST TUES. 7.30PM.
NORTH EAST	Geoff Dent : 07773 440201 Deryck Beadling: 07939 068976 <i>The Travellers Rest,</i> Front St - WITTON GILBERT. DH7 6TQ	1ST SUN. 7.30PM.
LIVERPOOL	Alex Cain: 0151 222 2366 <i>Vikings Landing.</i> Stonebridge LIVERPOOL L11 2BD	1ST TUES. 8PM.
LANCASHIRE	Kevin Makin: 07980 604021 Dennis Petty: 07951 727747 <i>Canberra Club</i> (BAE systems) BALDERSTONE. BB2 7LF	LAST TUES. 8PM
WIRRAL	Richard Lloyd: 0151 625 3172 <i>Cottage Loaf</i> - THURSTASTON. CH61 0HJ.	1ST TUES. EVES.
NORTH YORKS	Richard Briscoe: 07766 354449 <i>Greyhound Inn</i> - RICCAL. YORK. YO19 6TE	4TH TUES. 8PM
SOUTH YORKS	Richard Oakes: 07702 492349 <i>Crown Inn, Barnburgh</i> - DONCASTER. DN5 7JQ	1ST & 3RD TUES. 8PM
WEST YORKS	Alan Heaton: 07944 909823 <i>New Inn</i> - 170 South View Rd, East Bierley. BRADFORD. BD4 6PP	2ND TUES. 8PM.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487 <i>The Bull & Butcher</i> - CORLEY MOOR CV7 8AQ	1ST TUES. 7.30PM.
DERWENT VALLEY	Roger Buck: 07970 619149 Colin Wright: 01773 531580 <i>Smalley Common Ex- Servicemans Club</i> - ILKESTON. DE7 6FY	1ST TUES. 7.30PM.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371 <i>Rose & Crown</i> - 45 Main St, Thurnby - LEICS. LE7 9PJ	1ST TUES 6.30PM
LINCOLNSHIRE	Simon Oliver: 07841 450715 <i>Swan Holme</i> - Doddington Rd - LINCOLN LN6 3RX	1ST WED. 8.00PM.
NOTTS	Nigel Hill: 07976 163006 <i>Sandy Pate Sports Bar</i> - MANSFIELD TOWN FC. NG18 5DA	3RD WED. 7.30PM
NORTHANTS	Nigel Hawes: 07879 491778 <i>Overstone Manor</i> - Sywell - NORTHANTS. NN6 0BB	2ND WEDS. 8.30PM.
OXFORD	Thomas Cope: 07972 039532 <i>Duke of Cumberland's Head</i> - CLIFTON. OX15 0PE	3RD TUES. 7.30PM.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358 <i>The Five Horse Shoes,</i> Barholm - STAMFORD. PE9 4RA.	2ND MON. 8PM
SHROPSHIRE	Bill Bate: 07887 605778 David Embery: 0770 1049881 Simon Morgan: 07786 806189 <i>The Red Lion</i> - Priorslee - TELFORD, TF2 9NN.	3RD WED. 7.30PM

AREA DIRECTORY CONTINUES OVERPAGE

MIDLAND AREAS Contd.

NORTH STAFFS	David Woodward: 07939 603061 <i>George & Dragon</i> - MEAFORD Nr STONE ST15 0PX	LAST WED 8PM.
WEST MIDLANDS	Chris Allen: 07505 110922 <i>Drakes Drum</i> Great Barr - BIRMINGHAM. B44 8TR <i>Sharmans Cross</i> - SOLIHULL WEST MIDS B91 1HT	1ST TUES. 7.30PM. 3RD WED. 7.30PM.
WORCESTER	Vicky Kitchen: 07745 299457 <i>The Nightingale</i> - Spetchley - WORCESTER. WR7 4QS	1ST MON. 7.30PM

EASTERN AREAS

CAMBRIDGE	Tom Hartley: 07795 436149 The Plough - FEN DITTON. CB5 8SX.	1ST MON. 8PM.
ESSEX	Allan & Janet Jannaway: 01375 672072 <i>"Passing Thyme" Cafe</i> - RAYLEIGH ESSEX SS11 8SJ	2ND SUN. 12NOON
M25 EAST	John Hill: 07938 526324 <i>The Wharf</i> - DARTFORD (Venue Swaps Monthly) The Good Intent - HORNCHURCH	4TH SUN. 12 NOON APRIL TO OCTOBER
NORFOLK	Mike Carroll: 07828 103064 <i>The Oak Tree</i> - Ipswich Rd - NORWICH NR4 6LA	2ND MON. 8PM.
NORFOLK WEST	Toby Cowper: 07966 386888 <i>The Sand Boy</i> - Gayton Rd - BAWSEY PE32 1EP	2ND MON. EVE.
SUFFOLK	Colin Wake: 01206 250360 <i>Sorrel Horse</i> - BARHAM - IPSWICH. IP6 0PG	1ST TUES. 8PM.

SOUTH EASTERN AREAS

EAST BERKS	Doug Brown: 01189 321390 <i>The Shire Horse</i> - Nr MAIDENHEAD on A4	2ND TUES. 8PM.
SOUTH BUCKS	Daniel James: 07818 052276 <i>The Hart & Magpies</i> - BUCKS. HP7 0LU	3RD WED. 8PM.
CANTERBURY	Derek Hewett: 07749 232024 <i>The Granville</i> - Faussett Hill, CANTERBURY CT4 7AL	1ST THURS. 8PM.
HANTS & BERKS	Alan Fulbrook: 07795 096394 <i>The Crooked Billet</i> - (A30) HOOK. RG27 9EH	1ST TUES. 8PM.
HERTS & BEDS	Peter Lewis: 01582 750943 <i>The Raven</i> - HEXTON, HITCHIN SG5 3JB	4TH MON. 8PM
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672 <i>Various</i> - See report in Area News	CALL FOR DETAILS
WEST KENT	Colin Robertson: 07810 102525 <i>The Woodman</i> - Goathurst Common - IDE HILL - TN14 6BU <i>The Castle Inn</i> - Main Road - BODIAM -TN32 5UB	LAST TUES 7.30PM LAST WED AT 7.30.
NEWBURY	Lloyd Garvey: 01635 255159 <i>The Cottage</i> - Bucklebury - READING. RG7 6QJ <i>Fox & Hounds</i> - Donnington. - NEWBURY. RG14 3AP	2ND WED. 7.30PM 4th Wed. 7.30pm
SOUTHERN	Mike Goolding: 01252 722432 <i>The Seven Stars</i> - STROUD GU32 3PG	1ST TUES. 7.30 PM.
SURREY	Clifford Darby: 07900 657176 <i>Wellhouse Inn</i> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST TUES. 8PM.
EAST SUSSEX	Ian Gordon: 01273 813691 <i>The Laughing Fish</i> - ISFIELD - TN22 5XB	1ST WEDS. 8PM.
WEST SUSSEX	Nigel Ayre: 01403253034. <i>George & Dragon</i> - Dragons Green - HORSHAM RH13 8GEB	3RD THURS EVES.
THAMES	Mickey Hazell: 07773 623807 <i>Fairmile Inn</i> - Portsmouth Rd - COBHAM. KT11 1BW. <i>George Inn</i> - 29 Windsor Road, - WRAYSbury. TW19 5DE	1ST THURS. 8PM 3RD THURS. 8PM

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241 <i>The Plough</i> - GRATELEY. SP11 8JR	2ND THURS. 8PM
AVON	David Stroud: 07816 952524 <i>The Wishing Well</i> - CODRINGTON. BS37 6RY	1ST TUES. EVES.
CORNWALL	Carol Coventry: 07979 464643 <i>Hawkins Arms</i> - ZELAH. TR4 9HU	2ND THURS. 8PM
DEVON	Sue & John Franklin: 01548 821348 Nigel Kenneison: 07804 731599 <i>Claycutters Arms</i> - CHUDLEIGH KNIGHTON. TQ13 0EY Ring A.O. Details	3RD WED. EVES. 1ST SUN. LUN
NORTH DEVON	Darren Groves: 07806 351499 <i>Crealock Arms</i> - BIDDEFORD. EX39 5HN	1ST THURS. 7.30PM
DORSET SOUTH	Robin Nicholls: 07920 549474 <i>Red Lion</i> - WINFRITH. DT2 8LE	LAST MON. 7.30PM
GLOUCESTER	Jane Rowley: 07802 171227 <i>Aviator Inn</i> - Staverton - GLOUCS AIRPORT. GL51 6SR	3RD MON. 8PM
SOMERSET	Looking for AO Ring Nigel Hill for Details 07976 163006	
SWINDON	Looking for AO Ring Nigel Hill for Details 07976 163006	
WESSEX	Trevor Carlyle: 01425 475376 <i>Tyrrells Ford</i> - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM

WELSH AREAS

NORTH WALES	Roger & Helena Hill 01691 600215 <i>The Trevor Arms</i> - Marford Hill MARFORD LL12 8TA	1st Tues. 8pm.
SOUTH WALES	Alan Gourley: 07802 204068 <i>The Lighthouse Inn</i> , Beach Rd, St Brides - NEWPORT NP10 8SH	Last Tues. 7.15pm

NORTHERN IRELAND

NORTHERN IRELAND	Doug Hogg: 07707 288233 <i>Nortel Social & Athletic Club</i> NEWTOWNABBEY BT37 0EB	1ST WED. 8PM.
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SWITZERLAND	Philip Bellamy	0041 79 347 1221



ALO REPORT . . . ANDOVER AVON

TSSC AREA NEWS

AREA LIAISON OFFICERS

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

Myself and Di had a lovely day at TSSC Head quarters helping out Angie and John do the lovely Lubenham scarecrow festival that is held in the village each year. We had a very special visitor driving his Airforce One Herald coupe, President Donald Trump! supporting the festival. I cooked on the BBQ and Di served the pints, what a lovely day, so many local community with their families popped in to look around the museum, having cups of tea wine and beer.

Nice to see members of TSSC and if there were a prize for most furthest travelled we would say definitely Tommy Walker from Cape Town in South Africa. He was on holiday with his wife and saw this advertised and popped in for a beer or two with food.

Tommy has always been into Triumphs and purchased a white Stag out in South Africa. He meets with the Cape Town classic car group on a regular basis, his wife whispered to Di he does have a new project he is under going when he returns (vw beetle restoration) top gear springs to mind.... It was great that one of our Stag lovers came to the festival.

Hope to see him return and to meet many more of our International members. Take care as the nights draw in.



Nigel & Di



ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipe.org
e-mail: spitfires@cadley.org

Nothing really to update you on as we have yet to hold our September meet and the timing of the last meeting was early enough in the month to allow us to report on it - and the 'non-open' status of The Plough - last month.

As we noted last month, as we are still not sure what's happening at The Plough we will continue using the The Bell for now, the back up if that is closed being the Chalkhill Blue, SP11 8BF just off the A303 at Andover.

We have formally close the Swindon Area due to the lack of reasonable turnout but a few of us have decided to continue with occasional informal meets, coffee mornings, lunches around the Marlborough, Pewsey area so if you would like to consider being included in this please let us know.

Next meeting:

Thursday 11th October - Regular meet at The Bell, Weyhill, SP11 0PN

Guy & Suzie

New AO for SOMERSET

We are Currently looking for an AO to cover SOMERSET

We can offer as Much help as needed, so please get in touch!

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

AVON

Tel. 01454 313768/07816 952524

email: avon@tssc.org.uk

Hello Everybody. Well, the nights are starting to draw in and there are not many events left for this year, for October the only event is the "Breakfast Meet" at Redhill, on the A38 just past Bristol Airport, 8-11am. Hopefully we will be able to find a few more events to attend before the month is over.

The September meeting was well attended again with three new members bringing with them a TR3A, and 2 Mk2 Vitesse. It was also good to see Martin Hughes again with his wife. A number of our members were able to avail themselves of Martins expertise and had their cars valued.

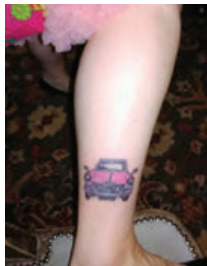
Last month we were invited to display 10 cars at the Codrington village fete which was held at our monthly meeting place, "The Wishing Well", it was held in support of "the Bristol Children's Hospital". It was a great success, the weather was very kind to us and there were plenty of people, many of whom were interested in viewing the cars.

One of the events held was the ladies Balloon race. Only three Ladies entered for this event, all from our group Angie, Linda & Susan and as the picture shows, it looks as though are doing the MAORI HACKA in preparation for the event. I think Angie was at a slight disadvantage as no one could tell how the other two were holding the balloons under their skirts? When other ladies at the fete saw the formidable opposition they were up against, they wouldn't enter. The race entailed a couple of laps of the track running (or trying to run) with a balloon held firmly between the legs.

The race was very competitive finally won by Linda. Sue dropped her balloon which blew away and Angie looked to be hampered by the tight jeans, although she did try hard by adopting a style of bunny hop in order to complete the course. She lost but never once dropped her balloon.

For one of our members, guess who? It was her birthday on the 9th of Sept and to celebrate it, had a pink tattoo of her beloved pink Herald, "Herriot" place prominently for all to see, now that's dedication.

As the autumn will soon be upon us, we will have to start looking towards next season and look to start putting together a list of events for 2019. I am sure that many of the old favourites will feature in our programme again and hopefully some new venues, hopefully some suggestions will be coming from our membership. Drive Safely



Dave



EAST BERKS . . . SOUTH BUCKS CANTERBURY

TSSC AREA NEWS

EAST BERKS

Tel. 01189 321390

www.freewebs.com/eastberkstssc/index.htm

e-mail: qbrown6914@btinternet.com

The Twyford village fete and car show nearly didn't happen, thirty odd traveller caravans appeared on site two days beforehand. It's only a month since we got rid off the last lot! The police were able to persuade them it wasn't a good idea to stay with several thousand punters turning up for the fete, so they left.

Anyway, Steve and I took our GT6s to the show, but we weren't successful, "the people's vote", went to the Corvette, what were they thinking?!! The steering wheel's on the wrong side! To add insult to injury the beer tent ran out of beer and by the time I got there, only cider left. A sad day all round.

No Paul this month, he's recovering well from his heart attack/double bypass and off to Scotland to be looked after by mother. Lots of fried breakfasts, cake and puddings. Can't help but think he'd be better off not going.

Gordon also off to Northern parts were his other GT6 is stored, so not coming to the meeting. But he did come to my place last week to collect the unwanted tow bar. He has nothing to tow so why he wants it I'm not sure.

Mark S1 and son Charlie arrived early. They are slowly moving into the new house, three cars moved, three to go. Charlie started school this week and brought along his Mercedes to show us.

Good to see Andy recovered from his recent eye problems, double vision, he assures us it wasn't alcohol related. However, his parking wasn't the best this evening. I gave him a wide berth as we left.

Mark and Andy are off on the Round Britain Run in Andy's Flying Log. Preparations involve a replacement fuel tank which turns out not to be for the Log, it'll have to do and be sold on afterwards. A lorra work for a 2000 mile mad trip over the weekend. Andy's 7th time! I need a lie down.

Mark S2 arrived late, hot from his steam traction engine committee meeting. Much excitement! The Heathkit instructions for the cruise control have been discovered and now finally Mark can make some progress.

Steve came in his 2000 with friend Don who is restoring a Vitesse. Like the rest of us it's a long haul.

Young Chris came in his new Stag, unfortunately it was tipping down outside so we couldn't give it the once over. Winter's coming. Hopefully well see it next time.

Richard showed us a heater valve he's bought, a generic thing made in Mexico he's going to fit to his Spitfire. It's very well made and frankly an improvement on the stiff Triumph original. The only issue, will not be on the left or right on the heater control? It doesn't matter, some Spitfires are one way some the other, so parts are available.

I've acquired a radio to fit to the GT6, the facia can be made to glow Triumph green. I haven't fitted a radio for 30 years, can I get it to turn on?!! Much hilarity at my incompetence, apparently it needs an earth, 12v from the ignition AND 12v from the battery! When did this become standard? The battery will surely go flat over winter. More importantly will I be able to listen to Cricket Special on Long Wave?

Doug

IMPORTANT NOTE

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

SOUTH BUCKS

Tel. 07818 052276

e-mail: varsas20@yahoo.co.uk

www.tssc.org.uk

Hello all, hope you are well. We went to a few shows this past month, we firstly went to the Tuesday Harte and Maggie classic car show. Simon turned up with his TR7 (in which its headlights didn't pop up, which was convenient for an evening show) we were greeted by an different array of cars mainly American cars and trucks which were absolutely towering over the Triumphs.

Then the day after that we had the monthly meet ironically at the Harte and Maggie again where Robin and Ted the dog turned up in the Spitfire and Rob and Vincent came. Plus Paul and Liz came with Bonnie the dog as well.

Then we went to a Cookham fair by the river with dragon boat racing and a good mix of cars (and wasps everywhere) Simon and Tracy were there with the TR7 in "rally spec" because of its headlights having to be manually up. Ken was there with the pristine Herald convertible. Then a few weeks later we went to the ace café again after a few years and it has changed quite dramatically over the years, we went in Dan's BMW and there was a GT6 in the main car park and many other cars including a mid-engine Audi v8 Renault 5 which was also supercharged.

So here are the shows for this month:

Wednesday 17th – The Monthly meet at The Harte and Maggie HP7 0LU

Sunday 28th – The Pinewood nurseries show SL3 6NB

Harry

CANTERBURY

Tel. 07749 232024

Greetings all. A good gathering at the Granville meeting on Thursday, a welcome return to Pete and Sonia who arrived (despite their sat nav sending them on a very strange route) in a very nice GT6 with the smallest steering wheel I have ever seen.

At one point there seemed to be a lively discussion about pet cats, it was good to see Terry smiling after his long struggle to get the clutch working on his 2.5, eventually traced to the slave cylinder bleed nipple letting air past and the wrong size cylinder supplied. He had even given it a polish! Paul was looking happy also after his first longish run in the Stag after his problems with overheating and water loss from the inlet manifold gaskets. Well done Ray!

Due to the above reliability problems and Brian's Stag popping one of the spring seats off the newly rebuilt suspension leg, only 1 car made it to Tractorfest at Biddenden. This show has grown over the years and with the change of venue it now has 3 show areas, one for classics with the cars and motorcycles grouped around the outside. One for the very many tractors of all types and one for general country fair activities. There was excellent live music for most of the day in the enlarged food area. It was good to see Brian and Penny and Paul and Dianne who both came in their every-day cars.

Several cars attended the old timers rally at Folkestone on Bank Holiday Monday

It started to rain just as we were leaving the Granville, I had left my hood down for the evening and debated as to whether to put it up, in the end I did, just as well, by the time I got home it was tipping it down! There are still a couple of events to come, this weekend its Aylesford priory (Pete and Sonia and Paul are going), also Duxford is coming up soon.

See you all soon,

Derek

CHESHIRE . . . CORNWALL

CHESHIRE

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For the first time in quite a while, neither of the Cast Iron World offices have received a pass for Tatton. Whether this is because I offered Hark the Herald instead of Heap the Vitesse I can't say, but we could usually bank on at least one day for the Head Office GT6. We'll see what happens next year then.

By Bank Holiday weekend, the weather had settled down to that lovely mixture of cold and wet, ideal for events held outdoors. Sunday was rather cold for an August day, it said 11° on the house thermometer and it rained big style, so there was little desire to go to Capesthorne. Monday was a little warmer so off I went to Woodsmoor, once again to be pleasantly surprised by the number of cars and people there. Hark was a bit damp and so got dried when the rain stopped, which has saved me from getting the bucket and sponge out. Again lots of talking, a long education about the mechanical bits of a Citroen DS, and I'm exhausted.

Last month I reported that Heap the Vitesse had requested a new clutch, so a trip to Chester gave us a new clutch, and a visit to Cheshire Oaks on the way back gave us a new garlic crusher. A little later the process of changing the clutch started, and a little later again there is Heap the Vitesse with a new clutch (and a lot of bits yet to go back on). Let's test the clutch before putting everything back. Oh dear, the clutch doesn't disengage fully.

Ah, the clevis pin is somewhat worn, and substituting an M8 setscrew (temporarily) solves the issue. It's late Friday afternoon, so on Saturday morning off we go to Aladdin's Cave (Delaney's) and ask for a 5/16" by 3/4" clevis pin. No problem. Such places are getting rarer and rarer.

I've met Simon from Marton who has a Vitesse which hasn't moved for a while and needs some TLC to get back into a functional state. And there has been an attempt to assemble Jack's overdrive gearbox. Why do these things refuse to go back together numerous times and then just go back together (the splines have been lined up every time)? Earlier one asked Jack where are the studs for the back of the gearbox? In this box, he says. No studs in there, so we'll have to go through the painful assembly process again when studs have been found.

Meeting night was a tad cool, but we managed 3 Triumphs in the car park (all next to each other), one with hood down. The Man from Crewe had a brazing kit that originated from Cast Iron World on his passenger seat, as it would (apparently) not fit in a Spitfire boot. If there was an answer to the question about progress on the Herald, I missed it. There is a Vitesse/Herald hardtop in Crewe that is surplus to requirements, as Crewe no longer have a Herald ragtop. We asked the Man from Leek how his Bond was, and how many wheels it had. The question was corrected to how many wheels were actually on the Bond (two). Car Insurance was discussed, and the wisdom seems to be to make sure of your current no claims status before swapping provider. And not to be involved in any accident, even as a no-fault accident (like being rear-ended when stationary) as this may increase your statistical risk of being in an accident and hence increase your premium. Many house points for guessing who has recently been rear-ended while stationary.

As we were leaving for home, the folly of a convertible with the hood down became apparent, as the heavens opened, resulting in a hurried erection of a Vitesse hood. A few days later, the newly manufactured wind deflector was tested, and voted a resounding success. Expenditure so far is £33.85, with enough plywood and screws left over to make two more.

In October we have the Restoration Show at Stoneleigh on the 28th. I feel certain I will want a rusty bit of metal (or some new tools, perhaps) and Adrian will probably acquire another gearbox, so Cheshire will be represented.

TSSC AREA NEWS



I am Presenting a Tutorial on Gearbox Fitting at TSSC HQ on **October 14th** so if you wish to attend then please Let HQ Know you are coming so they can judge Numbers for Lunch - £4 pay on Day.

Our next meeting is on Thursday 4th October at the Cock and Pheasant. Once again winter normality is the theme, so I will be at the C&P around 8:30.

Henry

CORNWALL

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

Hi All, great meeting had in August, lovely to meet Chris and Alison with their Valencia blue 13/60 Herald Convertible, very nice indeed. A busy meeting had with a few plans made. As I'm writing this, most members are attending Lanlivery show for the weekend. I shall hopefully be attending for one day over the weekend, waiting for my new Grandson to arrive and by the time you read this he will certainly be here.

Two shows that I booked into in August where unfortunately for me and others cancelled due to the rain, Carnhell Green and Port Elliot. I did attend Mount Edgcombe at Cremyll at the beginning of August, for a beautiful hot sunny day, with a record number of 917 vehicles on display, I did have a lovely day but no other Cornwall Triumph members attending, where were you guys? We have a Sunday car run planned in late October by Des and Wendy who are going to email out the date and meeting venue.

I shall be hosting the **Firework night party** at my place on **Saturday 3rd Nov** from 6.30pm onward. A plate of food to share, your favourite tipples, although I shall provide tea, coffee and soft drinks and do bring that one large firework, that is all that is needed for a good night. We have been holding this event for quite some time now, I can remember good times had in Boscastle a very long time ago, about 22 years!

Another event that is coming up soon is our **Christmas Dinner and Dance. On Saturday 8th December**, we will be meeting in St Ives at the Firehouse grill at 12noon for a light Lunch. Then some of us will be doing last minute Christmas shopping or sampling some beers around the town, then gathering at Tregenna Castle, where most of us are staying, with our glad rags on, its an event that all of us look forward to every year for an evening of good food and dancing with lots of fun had, its not to be missed. We have plenty of rooms left at the hotel and spaces at our Christmas table, do give me a call if you would like to attend. Short and sweet this month from me

Happy and Safe Motoring Everyone

Carol

Upcoming Events October

Thursday 11th Club Night at The Hawkins Arms Zelah Sunday? Car Run organized by Des and Wendy to be emailed out or phone me for the date.





CORNWALL COVENTRY . . . CUMBRIA

TSSC AREA NEWS

Cornwall Continues

November

Saturday 3rd Firework Night at Carols Place St Dennis,
please let me know of your attendance

Thursday 8th Club Night at The Hawkins Arm Zelah

December

Saturday 8th Christmas Dinner and Dance at Tregenna
Castle St Ives

Thursday 13th Club Night at The Hawkins Arms Zelah

COVENTRY

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Hi Folks. We started off August with the Mary Ann Evans Hospice Classic Festival although it was spitting with rain most of the day the run was very enjoyable but the directions could have been better, did go wrong a couple of times good job we knew the area. There was 4 in our group and we met up with others in Nuneaton town centre after the run where Wetherspoons came to our rescue again for some much needed refreshment.

The Heart of England autojumble unfortunately became a victim of the weather on Bank Holiday Sunday so we never even tried to go. Their meeting on Tuesday the 14th had approximately 30 vehicles in attendance but the meeting on Tuesday 26th the turnout was disappointing with only 20 vehicles turning out despite it being a nice night weather-wise.

Their meetings now revert back to the 2nd Sunday of the month from 11.00am until the spring lets hope a few more will turnout on the Sunday meets.

Our Dalos Day on Sunday 19th planned by Rikk & Jeanette was another success with 13 of us in 6 classics taking part, towards the end of the run we were invited to "Butch's Bar" for refreshments, this being in the garden of Graham & Diane who are friends of Rikk & Jeanette, a special thankyou to Graham (Butch) & Diane for their hospitality, from there we



drove on to the Wentworth Arms in Elmsthorpe where a very enjoyable meal was had at a reasonable price, would definitely revisit. So well done

Rikk & Jeanette for another great day out in great cars and great company.

Then it was off to the Shackerstone Family Festival on Sunday 2nd September the weather was excellent but the show itself seemed a little low on footfall compared to previous years but still a good show, there were 9 cars from our group so a reasonable turnout with special thanks going to Roger & Carol for saving a pitch for us all.

At our monthly meeting at the Bull & Butcher, Corley Moor on Tuesday 4th September 14 of us enjoyed a meal before the meeting which we had to hold in the restaurant as the night turned out to be too cold to venture out by the cars. We were joined by 3 more for the meeting and there were 6 on show.

Need a volunteer for December 16th Dalos Day Run.

For the Kettering Vintage Rally at Cranford we will meet in the Hilton Hotel layby opposite Tesco on the Hinckley road in Walsgrave at 8.00am.

Haven't yet received passes etc for the **Cotswold Airport Revival meeting on 29th & 30th September** will let you have them as soon as we can if not will be by entrance with them when you arrive. You must be in by 9.30am to be able to join us on our stand. The post code of the event is GL7 6BQ.

A busy September to look forward to, don't forget if you want to join us on any of the events please let us know by email phillyncovtssc@yahoo.co.uk.

Take care now

Phil & Lyn

Forthcoming Events :-

W/E 29th / 30th September Cotswold Airport Revival
Festival still one place left for the Saturday
contact ourselves.

Tuesday 2nd October our monthly meeting at the **Bull & Butcher, Corley Moor 7.30pm**, if you want to join us for a meal pre meeting be there for **6.30pm**

Sunday 14th October HoE meet at Bulkington
from 11.00am.

Sunday 21st October Dalos Day Run details to follow.

CUMBRIA

Tel. 01229 474077

e-mail: roy.anne@tiscali.co.uk

Just two shows to report on this month. Dalemain on the 19th August looked as though it was going to be a wet one according to the weather forecast, but most of us set off from home in the hope that it was not going to be as bad as they said it would. Fortunately we only had an odd shower on the way and the only place that it was raining was in the Carlisle area. The weather report did put a number of people off as one could see looking around the empty parking places on the field. Ten cars were present on our club stand.

Bank Holiday Monday we were at Bootle show. Again the forecast was not good but a few of us turned out for what was a dry day although a touch on the cool side. Rod brought along his Sinclair C5 and was kept busy explaining the concept and history of the car. Many people took the opportunity to drive it and for the fitter ones peddle it. Rod was interviewed on radio Cumbria during the week early one morning. I took a chance that it was not going to rain and brought along the newly rebuilt Spitfire and was rewarded with first place in the Vintage car section, which at the time I did not realise was being judged and was very surprised with first. Apart from Rod's C5 the Spitfire was a talking point during the day as it is not standard with its T6 Le Mans bonnet, uprated suspension and drive train.

I have been asked to judge the cars at The Millom Car and Bike show at the Green 16th September so I don't think I will be awarding prizes to our cars. Most of us don't come to these events to enter in competitions.

The Spartan I bought from Phil is almost complete now apart from final trimming. One thing we all must check on a regular basis, after reading about a car catching fire in the Courier, is the fuel pipes. The Spartan had stood for many years after some work had been done on it. It was obvious that the fuel pipes had all been fitted as new but over time they had all perished. If I had attempted to start the car with those fuel pipes fitted the car may have started but would probably have sprayed petrol all over the car. We should all consider fitting ethanol resistant fuel pipes as modern fuels rot rubber pipes.

DEVON

One scary thing about all the cars over 40 years old is that they don't need a MOT. I could have connected the electrics and bled the brakes and drove the car down the road legally. It does have insurance. It would not have got very far as all the suspension bolts were loose including the steering. It is worth considering having a MOT check done, especially if a lot of work has been done on your car.

I know I mentioned the agreed valuations last month, but I can't stress enough the value of having this done. One car, which was involved in an accident a couple of years ago, was written off because the amount to repair it cost more than the market value. Fortunately the car was bought back from the insurers and repaired. I have recently valued the car and what was valued at £4,500 market value, at the time of the accident, is now valued at £12,000.

Safe motoring

Roy

DEVON

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Facebook - TSSC Devon

We'll start this month with a reminder about Agreed Value insurance inspections – as at the beginning of August there is a revised valuation list on the main Club website tssc.org.uk with some serious upward movement in values. I spoke to Nigel Hill (TSSC Area Liaison Officer) and, although our cars were only valued at the beginning of June, he strongly recommended that we have them redone now. That should keep our Nigel (Kenneison) busy!!

The risks of being under-insured are exactly the same for our cars as with our houses – you risk being paid out at a fraction of their replacement value.

WHAT HAVE WE BEEN UP TO?

With the weather now more unsettled, we headed for the South Hams Machinery Show on 11 August with the Herald. Very few cars there due to frequent and heavy rain, but the good news is that the hot running problem appears now to have been sorted thanks to some careful timing on John's behalf. Afraid we chickened out of Hennock the following day, but we gather there were a lot of Land Rovers there.!

The Land Rover theme was continued at August Club Night, with heavy rain forecast. I think we clashed with a Landy gathering early in the evening. Not to be deterred, there were a good number of Triumphs out, Spitfires in the main again, but with Jane & Anna's TR6 too. A new face and car to the meetings was Paul S, with his very smart Mk1 Spitfire, albeit with a mod or two. We were very impressed to see Paul, as he had only just moved house – good to see him (or was he escaping the chaos?). Nigel remembered our illuminated sign but Sharon had to take it home as he forgot to pick it up again. As for us, we had missed so many gatherings this year due to problems with one or both cars, it seemed ages since we had caught up with people. Due to imminent holiday, we had to miss out on loads more shows to the end of August but the Baltic called!

Whilst we were away, several Triumphs at Chagford Show, and Jackie was delighted to come away with a well deserved 'Best Car in



TSSC AREA NEWS



Show'. Nigel and the Floozie went to Christow with Jackie Allan and Simon - more cars this year than before but disappointingly no drive around the ring. The new event at Port Elliot was cancelled due to the bad weather forecast and they were right - Sunday was very wet. We have heard that the lovely little show at Aveton Gifford went ahead and was very well supported so maybe not as much rain there.



Just time to squeeze in a report on our first run of the autumn. Huge thanks to Jon Chartres for organizing a great run, including wonderful weather. A two pronged approach to the Farm Shop at Lifton where we had a cream tea. The southern contingent met at the House of Marbles, 11 cars of which 9 and a modern did the run. A great route over Dartmoor where we saw loads of other classics and even had waves from MGs!!

Delighted to see Annie & Richard back in the Herafire, and Donald & Sue doing their first run with us.

A total of 16 Triumphs altogether at the venue, with North Devon members joining us there. A really lovely start to the autumn season.

Good luck to Rob Lingard who is tackling the Round Britain Run on his Spitfire, and to Jon Chartres and Andy Walton who will be marshalling at Lands End.

COMING UP IN DEVON

You will know by now that, due to a clash of dates, we have had to change the October and November plans around. As a result, on **Sunday 7 October** we will be celebrating Jackie's birthday with a run to the **Travellers Rest pub on the Tedburn St Mary road out of Exeter**. We will need to have your names please by **1 October** so that there is space at the Inn. It will be a later lunch, with tables booked for 2.30. We aim to start the run in Jacky's backyard – Chudleigh Car Park, with around a 30 mile run to the pub. Let's make this a birthday run to remember!

Looking at the date for October's Club night I have only JUST noticed that there is a mistake on this year's calendar. The date is actually as usual the **third Wednesday of the month, which takes us to Wednesday 17th** (not the 24th as in the calendar).

Into **November, Sunday 4th** will now be our **Treasure Hunt (aka Observational Run)**, to be organised by Bob & Marcia and in the Okehampton area.

Christmas is coming – along with other inevitables – the date is **Saturday 1 December** and we are back at the **Dartmoor Lodge Hotel at Ashburton**. The menu will have been emailed out to you by now. We MUST have your £10 per head deposit by **October Club Night** with your menu choices and remainder of the payment two weeks prior to the event. See email for payment details.

Remember, we do regularly communicate with Devon members via email, so please make sure that we have your up to date details should you wish to hear from us this way. We have a thriving Facebook page – TSSC Devon which has loads of input and also the Devon website run by Darren from



DEVON . . . DEVON NORTH ESSEX

TSSC AREA NEWS

Devon Continues

North Devon – tssc-devon.org.uk. All this in addition to the main Club website, Facebook and other social media! If you have any technical queries, there is also the Forum on the tssc.org.uk website.
Keep Driving!

DEVON DIARY

Thursday 4 October North Devon Meeting at the
Crealock Arms, Littleham

Sunday 7 October Run & Lunch at Travellers Rest
nr Exeter

Wednesday 17 October Club Night at the Claycutters
Arms TQ13 0EY

Sunday 4 November Annual Treasure Hunt with lunch
Saturday 1 December Christmas Evening Meal !

Sue & John

DEVON NORTH Tel. 07806 351499
e-mail: darren@tssc-devon.org.uk

Date: Thursday 6th September
Venue: Crealock Arms, Littleham.
EX39 5HN.

Just for a change I was one of the first to arrive for this month's meeting in my Herald, a house move further away from the Crealock Arms means I'll be heading there straight from work going forward. Despite my early arrival Mike Hadley was already there, not in a Triumph though, choosing to come up in his Mini.

Mike and I now share an ever more common interest, as I am now the proud owner of a MK4 Spitfire like his. The similarities end with the fact they are both MK4's, Mike's is a beautiful example but mine is very much a project and hasn't had an MoT for 23 years. Mike was eagle eyed when looking at the pictures I had shared on Facebook and noticed that the coolant drain tap on the engine was broken, so bought me one up as he had a spare and wanted to make a donation to my restoration.....thank you Mike!

Alan & Janet Brace were next to arrive, closely followed by Geoff & Dawn Wheeler and Malcolm Huxtable. First time visitors to the North Devon meeting Nick and Ann Law made the trip from Crediton in their Vitesse, the only other Triumph on the night. This car has been in their family since it was a few years old, and is now back on the road after a long period in dry storage. This has really paid off and it has never had any welding.....we did hear from Nick afterwards to say the Voltage Regulator stopped working on the journey back, so it was a slightly nervous drive home for them.

Malcolm told us about his choice of speakers in his Spitfire,



he was pleased with the sound they provided, so I was keen to get details as mine have always sounded a bit tinny. As we'd both fitted DRL's recently, we also discussed using a relay to ensure they turn off when the lights are on, Malcolm has already fitted one and documented how he'd done it, so it saved me researching it.

Alan & Janet missed last month's meeting as they were on the water again, so was good to have them back. I had spoken to Alan the week before as I was hoping to get a few tips on replacing the sills and floors on my Spitfire project. Dawn and Geoff are off to sunnier shores so won't be joining us next month, after all it has been a while since they were last on holiday!!

Andy Luckhurst was the last to arrive, we were all expecting to get an update on his TR4 rebuild, but no further news since we all visited Andy's house for last month's North Devon BBQ. The race is now on for Andy and me to see who will get their project finished first!

Apart from Mike & Andy, the rest of us were all due to go on the joint North/South run to Lifton Farm shop on the coming Sunday, so we confirmed the final details for the day.

Run to the Lifton Farm Shop

This was a joint North & South event kindly organised by returning member Jon Chartres. With starting points in Bovey Tracey for the Southerners and Torrington for the Northerners, both sets had an enjoyable drive to the Lifton Farm Shop, where we displayed 16 Triumphs and all enjoyed a cream tea. Look out for more details of this event in the Area Showtime section.

That's it for another month.

Date of next meeting: Thursday 4th October 2018

Darren

ESSEX

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The bookings are now being taken for Essex Christmas event as requested by members after such a successful April 40th. In fact this has been a fantastic year so far for Essex.

Again winning another club stand at Capel Manor but more about that later. We have a fantastic report from Stewart Grant about his trip to Kings Cross an event we usually attend but as it was earlier this time and it's the summer we were away. Thanks for holding the fort Stewart.

"Having enjoyed the Classic Car Boot Sale at Kings Cross a few times previously, I was up for it when something came on the Club page asking whether we want to show any cars. I booked just for the Saturday as I couldn't devote all weekend but I pushed the boat out and even washed Kaylie. Rosie was keen to go too so it was shaping up to be a good day. Horribly early (for me) start on the Saturday and it started to drizzle coming down the M11 so my enthusiasm [and my head] dampened. However this passed and We fought through London traffic to be at King's Cross for a 9.30am start, as we all had to be in place before the punters were let in at 10am.

The whole thing was I think the brainchild of Wayne Hemingway, An architect and designer who has a particular interest in social housing, which has been my career for many





ESSEX TRIUMPH SPORTS SIX CLUB

40TH Birthday part 2

The Exclusive Weekend

Friday 16th November

Eat out

Campanile 01268 530 810 ask for Tracy price per room

Double: £51.65 night B&B

Single £46.65 night B&B

Gather around the bar for a chat & catch up

Saturday 17th November

Drive out

To local German market

Get all your Christmas presents

From the speciality stalls

Plus on the way back an antique and collectors centre if you wish
3 course set Christmas meal £16.95 (£5 deposit 1 month before to Allan)

Campanile 01268 530 810 ask for Tracy price per room

Double: £65.25 night B&B

Single £60.25 night B&B

Sunday 18th November

Drive out

Though Essex countryside

Mystery visit? then on to

To the garden centre the club meet at

For lunch and good byes

Any money made or donated will go to the

Essex Air Ambulance

years. Interesting man and all set in a hugely transformed bit of London. Really good event. I did feel a little out of place as everyone seemed to be trendy young hipsters with big beards. Especially the men. I love this vintage thing; flogging old stuff your aunty chucked away donkeys' years ago. Sorry the re-purposing of retro vintage pieces" The stall next to me were doing a roaring trade flogging old shirts etc for £40+" Got to be something in it I guess.

Kaylie (quite rightly) got a lot of attention. I spoke to quite a lot of people about her, including a number who'd previously had Triumphs and had fond memories. One man wanted to look in her boot to check the location of a bracket for his rebuild. Slightly worrying as he couldn't remember if he was rebuilding a Vitesse or a Herald, but hey ho.

I unsuccessfully tried to flog some of my framed ads, but I nearly ended up selling Kaylie! A guy was very interested, said he's been looking for a white Vitesse 6 convertible and wanted her" He actually me a very good price, but it would leave a mighty big gap in the garage. Plus what would I do one Sunday morning a month?

The main downside to the day is that you're trapped there until 6pm, so it makes it a long day. It had got lovely and sunny though and it was a nice drive home. Until a number-plate fell off on the M11. Nothing I could do at the time so I decided to make a 5.30am start the following day to see if I could retrace my steps slowly, before there was any real traffic. Amazingly I found it on the hard shoulder. A bit scuffed

TSSC AREA NEWS



but it's now back on securely. I wonder what else will fall off my car next?

Stewart

Thanks Stewart for an excellent report

So another busy month, lots of events, lots of miles under our belts. August club day was only a few cars as a lot were on their hols. But I'm told it was a good meeting, yes we were away, and some were at another event. We are spreading ourselves round. Thanks to Janet and Steve for taking over the reigns.

Meanwhile we were at another event in Somerset having been personally invited by Peter grant the chairman of the Bridgewater Classic Vehicle Club to attend. We are members of the club so off we went very early on a Friday morning going past Stonehenge easily as it was so early. We were in the Spitfire so accepted an offer to share with Tina and Chewy in their tent. We arrived about 11am to find a luxury camper they had bought only on the Tuesday. Great, proper beds, luxury camping. What a surprise and upgrade. After unpacking quick walk round the site donning yellow vests and Walkie talkies meeting up with friends and other members. Tina arrived from running round and work all hugs and kisses, followed by Somerset cider in the club house. A take-away delivered to camp and that was us for the night. Next morning up early as cars were starting to arrive, Chewy at gate, myself marshalling cars into place, this is a two day event, many campers but also a lot of cars coming in for each day. There was also steam and huge lorries exhibition too. Later on in the afternoon when it went a bit quiet we headed out to Tina's and Chewys for a shower and a change of clothes followed by a meal in the new Italian. Completely dressed in our 70s gear ready for the 70s evening. Yes the girls had their platforms on again.



A Brilliant evening of dancing to good old 70s stuff. Unfortunately it was now raining, a quick dash to the tent and bed. Most of the night there was a very heavy downpour. The next morning a very slow start to entrants but it was not too bad. A quick inspection by 10 and it was more or less up and running all be it a bit smaller than the day before. We left a bit earlier than planned as the rain was on its way back. Hitting the tunnel in 4 hours to then spend another 3 getting through the last 10 miles. Not a very good journey home but the Spitty did very well.

August, another weekend saw us on the IOW for our usual long weekend at Epithet garlic festival. Incorporating a trip to their club night at the Woodmans. Meeting up with Angie and Graham for a meal and all the rest for the meeting. Great to see you guys. We had booked a very late ferry back but didn't get home till 3 am due to diversion 10 miles from home with the tunnel in sight. M25 closed.

On 27th we headed out to Rayleigh church fete organised by Marian at her church and classic cars were requested. We had a good turn out of 5 cars, the church is lovely too.

We headed into Rayleigh a couple of times for coffee and shopping and had lunch at the church too. Most of the day



Essex Continues

was sat in the sun chatting or reading. Nice relaxing time. Marian running round a bit organising more teas and coffees at the church, thanks Marian. Allan spent a lot of time cleaning the Toledo.

This evening saw us going over to Kent after a call from Chevy he had spotted some stuff for the 2500, could we pick up his internet purchase, a quick phone call and it was all arranged. The Honda was full as it was a 2500 being stripped for banger racing. We got it all in apart from the seats which he didn't want. Now then at home it was spread out between the garage, garden shed and house. They plan to pick up on 15th so making a weekend of it as we are also picking up an engine from Robin Stead in Winchester on the Sunday. Tina and Chevy had said they would meet us in Winchester, but now coming to us on the Friday so next months report should be a good one. There is a theme here of Triumph parts moving around the country between members who need them. June 1st saw Janet and I heading up to Capel Manor to set up for the show the following day. We had a club stand booked with 8 cars. Running to our air ambulance theme we needed to get a lot of stuff in place ready. This was done easily meeting Mike Titchen on site, all organised and we were off to lunch where I work at the cafe followed by a bit of vintage shopping up the road.

The next day was an early start at 8am with cars coming from two places meeting up at Capel Manor at 8.30. Soon on site setting the cars up in place it looked good, air ambulance set up stall with fund raising items, plus guess how many balloons on tied. There were 4 sets of overalls set up with balloons 108 were blown up and there were 3 winners all getting a bottle of wine. Next door was Brian representing M25 east but only cars so they joined in with us. It was a great day. Capped by winning club stand. A cash prize donated back to the air ambulance fund raising pot.

Thanks everyone for all your hard work that day.

In August some of us went to Waltham Cross Car Show and had a great day. The ladies did their usual after we had all gone for coffee, and wondered round the shops looking for bargains.

On the way back they saw a lovely bright yellow Triumph Herald 13/60. So Marian started talking to the owners John & Angie and gave them a club card. Mike and Steve spoke to them and they are now hoping to join the club.

Kind Regards

Mike Titchen

Up and coming

October 14th the AGM nominations for AO please a week before Christmas meal organisation today as Janet marching at cenotaph for wrens next month and won't be here. Deposits of £5 per head and choices in October.

Fireworks Southend tba

28th Cola House Fort
November weekend see flyer 16/17/18
bookings are being made.
Christmas meal is club day (like last year) at
View garden centre on club day 9th
30th December Whitewebbs

Birthdays - happy birthday to Allan on 11th, Joseph Hopkins on 22nd and Stewart Grant on 27th

Allan

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Sorry for the lack of news over recent months..... I guess we have all been busy driving our cars around..... or fixing them..! We have done a lot of 'stuff' and enjoyed every bit of it.... so let me see what's been going on.

We had a cracking trip to Le Mans Classic, with plenty of us maxing out on the wonderful Clubs facilities..... Nice for the 'old hands' to share the experience with the 'newbies' it really is a trip I cannot recommend highly enough..... Only every other year, so we have time to recover.. and repair our cars..... eh Steve..??

We have had a great selection of Pub Runs out to superb pubs all over the County, and I think this year I only managed to pick one that was shut!!! We soon managed to find somewhere else to meet very quickly! Look out next yearwe could visit a pub near you come and join us.

So the stunning summer came to an abrupt halt the moment we got our tents & BBQ gear out to savour the delights of Shelsley Walsh, for TriumFest UK..... Not deterred we still had a fabulous time, savouring the vintage racing, the atmosphere and the rain....

The Club BBQ was a brilliant success thanks to Vince & Jane for the amazing venue, and for Andy doing 'his thing' with the BBQ. Nice to see Alan & Shelley out and about again, hoping to see that Vitesse out next.....

Bank holiday saw a brilliant trip out to the Elan Valley, temperature was a few degrees less than we had become use to....I got us safely to the lunch stop & Tim did us brilliant impromptu trip round the reservoirs & spirited run back.... Everybody enjoyed the bridge, a few furrowed brows at the back were worried about the 3T weight limit..... (they should have had less off the BBQ the night before!) if you can do that good a job at leading a run with no notice Tim, you'll be able to do an amazing run out with some notice....?!

That leads us nicely on to France, well what a tremendous tripBIG THANKS to John & Denise for their organisational skills which were executed with ease over the few days we were away The campsite was perfect for us, in a beautiful location. The trip out with the Interesting Car Club was lovely - we'd have never found such a stunning lunch stop if we were left on our own..... What a great club, lovely bunch of people & some stunning cars..... With the unexpected pleasure of meeting up with Maggie & Derek who we enjoyed the company of the following day also at The Manoir de L'Automobile which was a hidden gem, I really wasn't expecting that. The follow day the rolling display of cars that you arranged passed or lunch stop was very impressive..... You really have set that bar now..... Albert lost his jacket, Andy lost his tooth, I lost my ignition..... & by the time we kept asking where the next fuel stop was I'm sure you had lost the plot with us all..... and don't even go there with that Poor Lady from Devizes..... All your cars performed faultlessly & I've had a chat with mine.....!! Already looking forward to our next excursion.....



HERTS & BEDS WEST KENT . . . M25 EAST



***** Vacancy - for a Mk 2 Spitfire, driver & passenger..... we seem to be good at getting a spitfire of each model to come along to our events, but struggle to get a mk2..... So if you have one that is not quite on the road..... get your spanners out & finish the job off & come & enjoy yourselves..... - You know who you are..???!! Still lots happening over the next few months & hope to see you getting plenty of use out of your Triumph. Please get in touch if you want any information at all

Tare

Coming up
Sunday 7th - Bicester Heritage
Sunday 7th - Classics at the Hub
Sunday 14th - Malvern Festival of Transport
Sunday 14th - Breakfast at eh White Hart
Monday 15th - Club Night at the Aviator
Sunday 21st - Filling Station - Malvern
Sunday 28th - National Restoration Show Autojumble

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Hi folks, what a brilliant summer for out and about in your Triumph.

Martin had a 50th birthday for his Herald that he has owned for 40years making a combined 90th celebration, Tewin Classic was a lovely day, with a good selection of Triumphs, and a sun burn picnic, Buckingham Rail Classic had saddle tank with a rake of coaches and a Sentinel puffing with a couple of passenger abled trucks back and forth, its a cracking day of steam for just a fiver loyts to see, it deserves better attendance from our area.

We have a visit to **Rolls- Royce Heritage** centre in Derby pre booked for **October 23rd**

This is a Tuesday daytime visit not a classic car run.

Our local AGM will be held in Novembers pub meeting followed in **December 1st by our Christmas dinner at the Raven**, sorry this has been sold out by mid september.

40 places all paid up... remarkable

I have completed some valuations during the summer, very important to get the agreed value in place with your insurance should a mishap occur.

I'm sure to have left something out but not being injected with a gramophone needle I've run out of dribble.

Keep them all running, if they are not give me a call, help is just a call away. Regards

Pete

and the Team

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Well that's two meetings now at the Woodman, and as yet we still haven't sat inside. A nice eight of us this month, with four apologies, most on holiday, and Anne with steam lag, having just got back from a damp Dorset Steam Fair. Great to see new member Kim with his recent acquisition, a really



TSSC AREA NEWS

nice clean Herald 13/60, gave Phil Willson something to look at. Hope he enjoyed the evening enough to pop back next time. Same at the Bodiam evening.

Sat outside till after ten. Eight again with guest Geoff from E Sussex group. We both live in Crowborough so took the Sprint. That's running very well now, having replaced all ball joints, Superflex bushes, track ends, springs and shocks, front and back, she should do.

Geoff is currently completely restoring a Herald. Me helping when I can. All going very well till the bonnet went on!! both he said. Ken's TR4 is off to TRGB for its new chassis, big hit on his wallet, but what a stunner when she's done.

Had a few outings this month. Hellingly is still a great show after all the years, we went on Saturday, but the weather was too bad on Sunday. Then Monday was Bexhill 100. Cracking day, four of us scattered about, Paul and I arrived together. Watch out for next year, I'll be organising a club stand. Already have the forms, so as many as possible.

Nice Saturday (my birthday) breakfast meet at the Woodman on the first Sat in Sep. Was going to go for the full champagne as suggested, but costs.

So, we're nice and settled Tuesdays at the Woodman. I do urge the old regulars, and them that didn't enjoy the Moody Mare, to pop over. Plus, any new faces always welcome in modern cars fine now it's dark at 8pm, can't see the classics anyway. So, the **November meetings are the 27th and 28th**. Anyone interested in Christmas meal? And while I think of it, no December meets, as that's Christmas day. That's it for another month, where did summer go.

Colin

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Hi folks, here we go with the October instalment of all things M25 East. This is the month I don't really like much as it signals the end of the show season for another year. Cars, Dandy's and us for that matter wrapped up for the winter. Mustn't be too despondent though as there's still loads of stuff for us to do.

Looking back for a while, over the August Bank Holiday Weekend we attended the Hellingly Festival of Transport. Quite a few of us camped and we made our usual M25 East Village consisting of 4 Dandy's, 3 tents and a Mac. Friday and Saturday passed without incident,



nice show, plenty of toot stalls, BBQ's and a few drinks each evening. All topped off with much chit chat and laughter. So far, a perfect weekend. And then dawned Sunday. It started off ok but by lunchtime the heavens had opened and all cars were soon back at camp covered up. The field we were camped in was a stubble field which had been perfectly fine in the dry weather, however it didn't take long to turn into a swamp with the 12 hours of rain that was dumped upon us. The luck was definitely with Paul and Andrew who decided to leave early Sunday before the deluge. Oh well, worse things happen at sea and all that ha ha, the rest of us batted down the hatches and spent an enjoyable afternoon with drinks and nibbles in Barry and Laura's awning while the

M25 East Continues

rain lashed down outside (sorry for the muddy floor lol). The evening was finished off perfectly over at the beer tent listening and doing a bit of boogying to a live band. The rain had thankfully finished by home time but Lisa's flip flops were casualties in the mud ha ha. Monday dawned nice and dry but the mud and puddles were of biblical proportions. Lots of cars and caravans were stuck and required help from the tractor boys to drag them out. But, as we're made of stern stuff we all managed to slither our cars out, 2 with Dandy's attached. It was a shame for the show that the weather was against them but we still had a blooming great time, the rain just made it more funny. To top it all, Malcs Vitesse stayed under its cover all weekend due to a smashed windscreen on the way down. He did have a bit of luck though in finding a temporary windscreen on a stall so, at least they had a comfy drive home.

The week after we had booked a club stand at the Capel Manor Show but due to another engagement, namely Andrea's 40th Birthday, a lot of us gave the show a miss. It was up to Brian and new recruit Richard to uphold the honours for the area. Go out there's more of us to go out with you next time Richard. The rest of us meanwhile had a cracking time at Andrea's bash, thanks for having us and welcome to your 40's ha ha.



On a sad note our usual end of season show at Canvey, which is normally this month is no more. The school that used to host it has decided they no longer want the cars in their grounds, so, that's that I'm afraid. There is a possible show for us on Saturday 6th October at the Ipswich Transport Museum. Quite a trek for some but hey ho it's a day out. There is also an Antique, Vintage and Retro Fair at the Whitewebbs Museum in Enfield on Sunday 14th October that might be worth a look. Oh, and don't forget monthly meetings start up again this month on the 4th Sunday. Usual time - 12 noon onwards. As we've had no luck with finding a suitable venue on the Essex side of the Thames it looks like we'll just stick with the Wharf in Dartford.

Before I go we've got some breaking news - there is a new car in our area. It's a very nice Vitesse Convertible and it's new owners are Kevin and Lisa. It looks good in the pictures and by the time you're reading this we should have all seen it in the flesh.

So that's it, my 13/60 brother has gone to the dark side and got a six pot ha ha. I'm all alone in the world and I won't be able to keep up with anyone now boo hoo.

Right, that's yer lot for this month. Cheers



John

October Events -
Saturday 6th - Ipswich Transport Museum
Sunday 14th - Antique, Vintage & Retro Fair - Whitewebbs
Sunday 28th - Monthly Meeting - The Wharf

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Hi everyone, well Autumn is here hope you all had a great summer and got to lots of events, at the start of September we held our "Hammered House of Horrors" themed area weekend held at the Cotton Arms (campsite) Nantwich, we all



had a Bloody good time lol, thanks to all the members who came from far and wide to make it a weekend to remember and thanks to Pete, Janet, Mark & Tracey for putting on all the themed entertainment. there's way to many photos to show on here but you can get a taste of them if you visit our Facebook page link shown below. We seemed to get the last of the British summer and the weather was fantastic all weekend. Neil attended in is Spitfire 1500 which was its first time on the road in over 6 years, so he was chuffed to bits as the car didnt miss a beat the whole



weekend, which makes up for all the late evenings of working on the car in order to make the event.

Next up on the weekend of 15th & 16th September we have a stand booked at the Footman James Classic Car Show which is held at Event City near the Trafford Centre, we have a stand full with a good variety of Triumphs on display, always a popular weekend in the North West and will be well attended by visitors throughout the weekend, photos to follow and again published on our Facebook page.

At our September meeting together with all the members who attended, we had six Triumph's join us, so we went for a short drive while the sunset and ended at The Hare & Hounds Inn in Werneth, which has a car park with stunning views over the whole of Manchester, thanks to Pete & Linda for arranging the route at the very last minute and it was good to see their new addition a TR5 is amazing condition.

Please check the website news for updates on our forthcoming events on www.tssc.org.uk/tssc/areanews.asp

Also please look at our Facebook page www.facebook.com/groups/tsscmanchesterarea
 Cheers

Mark K

NEWBURY

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TSSC AREA NEWS

A busy month for Newbury cars so it is good to see everyone enjoying and driving their Classic cars.

08 – 08 – 18 West Berkshire Brewery. Josie and I were unable to attend this event but attendance was good with new member Rob in GT6, Ollie and Becky in Spitfire, Roy in Midge, Mary and Dave in Vitesse with Eric and Nigel in modern cars. Berkshire brewery is well worth a visit, set in beautiful countryside it has a good variety of beers and wares for sale in the shop. There is a very good restaurant with seating inside or outside. The bar next to the brewery sells a good selection of drinks which may be enjoyed while studying the workings of the brewery.

12 – 08 – 18 Newbury Classic car meet in aid of Bloodwise. I drove the TR7 to the show on a rainy, blustery day, numbers were down because of the weather and I parked in TSSC pitch in the back field along with two TR4's and a Grinnal. There was a good selection of cars including the Highclere castle (Downton Abbey) cars. The autojumble stall had lots of parts and tools to satisfy all makes and ages of classic cars. I soon met up with Nigel and we both managed to track down and buy a TR7, Dinky size of course. Nigel and I enjoyed tea and cake while listening to Watership brass and soon met up with Dennis (Nigel's Dad) and family. We made our way to the indoor activities meeting with Patrick and Jean who like us had come inside for a warm. Our timing was impeccable as Sean, another ex member was about to race his radio controlled car. With Sean, Dennis, Patrick and Jean it felt just like the old times. The race started and we cheered Sean on, he raced well and one point took out another car and pushed it over the barrier, Sean carried on undeterred and came in fourth place.

22 – 08 – 18 Saw us at the Downgate Pub on Hungerford common, a lovely drive through the countryside on a pleasant evening we enjoyed a meal with Mary and Dave who were also early. The pub has been refurbished and the parrot has gone. The food was good and we started a trend on the puddings the Meringue, Strawberries and cream being favourite. Debbie took the mickey out of my Take That notebook and everyone enjoyed trying to solve the Anagrams of Capital cities. Mary was the outright winner with a grand total of 12 points so well done. In attendance was Ian in TR7, Mary and Dave in TR7, Malcolm and Josie in TR7, Andy in Vitesse, Helen and Nigel in MG ZTT with Debbie and Lloyd in Fiat.

25 – 08 – 18 We were split with some of our members going to the Cottage Inn and Ollie showing his newly restored motorbike. Josie and I attended the Chapel Row Fayre just along the road from the cottage next to the Bladebone pub. I lost badly on the sheep racing with only one winner in Ewe – Sane – Bolt. There were lots of stalls, ferret racing, hog roast, beer tent, tea and cakes tent along with a good selection of different classic and vintage cars plus a couple of old stationary engines to view.

01 – 09 – 18 Aldermasten and Wasing show at the Old Mill, we never attended this year but they invite classics and is well worth a visit in future years.

02 – 09 – 18 'Not a mystery tour organised by Ian and the name derived from Not Stafford, an in club joke. This was surely the jewel in the crown to top off our summer and the weather just perfect for the six cars that were all convertibles. And so it was with tops down and Ian leading we left the Tesco car park at Greenham and headed off towards Kingsclere. The order by colour was White, Red, White, Red, White, Red and a modern blue at the back. The convoy

looked impressive as it threaded its way through the countryside. The convoy left the A339 and travelled along the B3051 and the B3400. The views were magnificent as we climbed up the long hill out of Kingsclere and along a straight that must have been a Roman road. The fields had been mostly harvested with some harrowed and occasional fields of sheep, we took in the sights and smells of the countryside with an occasional whiff of Ian's exhaust fumes. The blue sky made a fantastic backdrop against the multicoloured landscape. The cars made light work of the hills and bends with the drivers enjoying every moment. Later we took a route along single track lanes towards North Waltham but we seemed to be lucky with the laybys and stopping places. We drove through a lovely village with chocolate box thatched cottages eventually arriving at the Wheatsheaf Hotel car park where we had lunch. After a couple of hours, refreshed, fed and watered we travelled in convoy to Lasham Gliding Club where Ian had arranged a tour for us. It was very interesting seeing the static gliders close up and hearing of the exploits and mishaps of some of the pioneers. Some of the gliders date back to the early 1900's and we were delighted to be invited into the Chris Wills Memorial Hangar with our cars. What a photo opportunity. Thanks to our hosts at Lasham gliding club who made us so welcome and thanks to Ian from all of us for a great day out, a total of 26.3 miles in convoy. We made our own way home although I followed Ian and Andy so I hope everyone made it back safely.



Up coming dates

October 6th Dunstan Park Classic show in Thatcham.

October 10th Club meet.

October 24th Club meet. Check facebook for venue.

Christmas meal 12th December at the Cottage Inn, Bucklebury. Please let Ian know if you are attending.

Malcolm

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Hi all, a huge thank you once again for the fantastic support on The Broads Run. Another pleasant evening in Norfolk for a top down run followed by a lovely meal at The Malsters in Ranworth. Unfortunately there was not quite such a good turnout of Norfolk members for the Cambridge TSSC Fish and Chip Run to Dunwich probably due to the awful weather that was experienced on the day. However as over twenty cars could be seen in the car park at Dunwich I think we could say that the event was a success.

Norfolk Continues

Our roving summer meets will finish in September with Colin Cole taking up the mantle of AO in September as I was away on holiday in France. Our meets will resume at our normal venue at **The Oak Tree, Ipswich Road, Norwich on Monday 8th October** at 20:00 and I hope to see you there.

The summer is coming to an end and hopefully you will have lived up to the club mantra of 'Do more with your Triumph'. Whilst mine have been off road for various reasons I will have/might have completed the Club Triumph RBRR by the time I see you all at the October meet. I intend to take the Vitesse after a weldathon on a rusty chassis and installation of recon engine, gearbox and overdrive plus the replacement of various other parts such as radiator and alternator. Was all the effort worth it and did it make it? Well you can hear all about it on **Monday 8th October at 20:00**.

See you all soon.

Regards.

Mike.

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I hope everyone has had a good summer, and have had plenty of use of your cars in the fine weather, as I am sitting writing this news report the weather has changed, and it is torrential rain now, lets hope that this is not a sample of things to come as we still have a few events / runs before we put our pride and joys away for the winter.

Not a great deal of news at the moment its been very quiet of late, Brian should have his Stag back from the paint shop for the second time, when he got it back first time, after a couple of weeks the paint started to react with something, and had to go back into the body shop to get it sorted, which has put his chance of getting it on the road this year looking very unlikely.

I have a run planned on the **21st October**, the plan is to go to **Chillingham Castle in Northumberland**, then possibly over to Seahouses for fish and chips, on this run we will be accompanied by the Stag Owners Club, who have contacted the Castle and we have been granted permission to park our cars directly in front of the Castle, instead of the normal car park, making it a great photo opportunity for all.

Someone mentioned the dreaded word at our last meeting, CHRISTMAS has anyone any preference on what or where to go this year, the Travelers Rest had an excellent Christmas fayre last year, and as they provide us with food on a regular basis on our club nights I don't think we could not go far wrong if we decide to go there. That's all for this month
Report on Whitley Bay show in next month news

Geoff

IMPORTANT NOTE

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

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Could matters get any worse after last month I hear you ask as you begin to read this monthly report – read on and find out! As an update, a brand-new distributor was fitted to Stephens Spitfire to solve his problem, Colin's GT6 is a work in progress and a new half shaft was fitted to the TR6, as well as the shock-absorber being sorted by Alan (F). I assume that Alastair had a new 32A fuse fitted!

Sat 25th Aug saw, by now, the customary annual Antrim Hills run in the capable hands of Alan (H) and his wife Maureen. We met, as usual, at the castle car park at Carrickfergus. Not as many cars this time as we were joined by John (G) and Billy, Peter (M) and Amanda, the Hogg family cars, Alan (For) and, of course, the organisers. Being the last Sat in Aug a few cars were missing due to other local and family commitments, although we were late joined by Ernie (F) and Valerie in their sporty, roof down, Peugeot. Due to the customary parade in the town we had to make a detour via the Middle Road to the New Line and then on to the aptly named Watch Hill road for the sole purpose to join the main road from Ballynure all the way to Ballycarry. A nice undulating road this although you must be very careful when coming over the many hill crests as the odd time you are confronted with a STOP sign with very little notice and view. Crossing the A2 at the bottom of the hill brought us to Ballystrudder for our very welcome tea stop at the Gobbins visitor centre.

(Photo 1 here) It is always very tempting here to overeat as the tray bakes are good, even if you are aware that you are going to have a meal later in the journey. Of course, the temptation was greater this time as we had time on our hands as we had to wait for Valerie and Ernie to arrive, after earlier problems with their Figaro. All together again after the break we made our way past the home of Brian (S) noting that he was working hard on the Minor and so with the customary toot from us all we made our way over the hills to the Browns Bay and Ballylumford areas before returning to the mainland via the Low road. You need to be very careful on these roads as they are very twisty and narrow and, as sod's law becomes involved in these matters, that's when you will meet some other vehicle coming the other way at the proverbial corner. Back to Ballycarry again so us part from John and Billy as they had a meal booked elsewhere saw us travel through the Gleno and Raloo areas before we made our way to the Ballynure area. It really is surprising how many different ways you can take to get there. Crossing under the A8 we made our way to the Ballyboley area and then on to Kilwaughter before reaching Ballygalley to join the A2 and take it along the coast road to Glenarm. No need to stop here as previously planned so we continued to our most welcome evening meal stop at the Londonderry Arms at Carnlough. Really busy when we arrived as there was to be a wedding the following day notwithstanding the fact that there was a goodly number of foreign tourists staying there as well!



As usual Alan and Maureen had the planning down to a tee as we were allocated the coffee room to ourselves for our evening meal. A good meal was had by all, at a very reasonable price, although there was the odd wee murmur about

some of the cooking! A good bit of craic during the meal, although I'm not too sure that the ladies enjoyed the discussion about speed and speed cameras – never mind the motor tax man and his van!



Pity Nathan wasn't there - at a concert - as we could have further discussed white lines on the road and his progress towards his driving and theory test. A very enjoyable run from Alan and Maureen and very good watering holes throughout the day. Meal over and we all set off quickly on our separate ways to our final resting places at home, or, so I thought! And then it began like this. Phone call from Simon to Heather as we take the Ballymena road out of Carnlough – tell Dad to pull in. Simon arrives, and we are informed that he only has first and second gear after recently had an upgrade of an overdrive box to the car. In my time-honoured mechanical fashion, I tell Simon drive on and we will follow behind up Glencloy, "Glen of the Dykes", towards Ballymena. Clearly this is a bit of a struggle with only two gears but after a time we pull in at Aughafatten to be told that now and again he has four gears, but the car is shaking and vibrating like mad. My usual mechanical advice given, and we then continue towards the Countryman in Ballymena and then it happens. Sparks fly from the nearside rear of the Spitfire as it drops on to the roadway and the wheel careers down the side of the road on to the footpath and, suffice to say, a few words are exchanged in the Hogg family car. I get out and examine the wheel and, I must say much to my surprise, I note that there are still four nuts still attached to the wheel. Further examination shows that the centre plastic cap is also still there. A look behind the cap reveals a washer and a new "locking" wheel nut. This is beyond my mechanical "knowledge" as, when I turn the wheel round, I discover that there is a brake drum attached to it and then the penny drops when I walk back to the car, in the, by now, dusk and see the backing plate and brake shoes lying on the roadway but thankfully still attached to the half shaft. I attempt to try and put the brake drum back on again but am unable to do so as the shoes have "sprung" out. I take the shoes off, but I am unable to get the wheel on properly and the very "aptly" named locking nut tightened, even at the full extent of the jack. Thankfully the local AA man, in the person of Stephen (K), is available to clamp the wheel cylinder and refit the locking nut but we discover that in all of this that the woodruff key?? is missing and so there isn't enough drive to the axle to let the car drive properly. We persevere and give it a push and slowly get to Simons home, crossing a few dangerous junctions, with poor brakes as the NSR brake cylinder is clamped with a tie rod. Clearly not a great end to a well organised run by Alan and Maureen to the extent that Simon and I are totally "browned off", never mind Heather sitting in the cold TR6!

The Spitfire matters are eventually resolved a few days later with a trip on the back of a recovery truck and then on to a car transporter to Scotland to be collected by Chic to sort the whole problem(s).

Hopefully by the time you read this it will be back, at a reasonable cost although Simon will be using the GT6 on Alans Mourne run. A good turn out for our monthly meeting where, believe it or not, we discussed the spate of vehicle breakdowns that the club members have



TSSC AREA NEWS

been having recently! It was also good to see Frank (B) at the meeting looking so well. Frank gave us all an update on his Herald pickup that he has been restoring and adapting.

Well that's it for this month other than to remind you of our **monthly meeting on 3rd Oct and Peter Mann's run on 13th Oct**, although the way The Courier has been arriving lately you might not have received it before Peter's run. Just in case there is a delay I will also mention **Mark Raine's run on Sat 3rd Nov** and the monthly meeting on **Wed 7th Nov**, as well. Details of both runs nearer the time.



Douglas.

NOTTS

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Why not come and join us at the Sandy Pates football ground on Quarry Lane Mansfield . There is a good mixture of classics. Here is a list of our car meets at the Sandy Pate sports bar Mansfield.

October 17th. Notts Meet
November 21st Notts Meet

December 5th our notts Christmas party not to be missed at Sandy Pate, lovely food three course meal games and disco for afters. Price to be confirmed (if your for it get your name down ASAP)

December 19th Notts Meet

9th to 11th November NEC Classics car Show

Look on our notts Facebook page for up dates on events and on the Notts Triumph (FACEBOOK Notts TSSC) Hope to see you at one of our meetings.

In September (normally the first weekend in September) a local group called Acacia radio do a classic car day at local community park and this year was brilliant growing bigger and better it is off Annersley lane. One to look out for next year perhaps.

Cheers

Nigel & Di.

OXFORD

Tom Tel. 07972 039532

Tom email: imp064@yahoo.co.uk

Oxford Area September meeting. Was held as usual at the Duke of Cumberland's Head and I counted 14 members around three tables tonight which is not bad for a September night. There were three Triumphs in the car park, a GT6 a Spitfire and a TR7 and hats off to them for coming in classic cars. We also had a Mercedes S320 on a P plate join us. A new acquisition. The food was good as usual. I don't know what happened on the other tables but we managed to get round to Shed and Buried and the Repair Shop!

Some members went to Shelsley Walsh and camped out and unfortunately got swamped in the heavy rain. One tent collapsed. Planned visits are to the Milton Keynes museum, Quainton steam fair and in October the Bicester Heritage scramble. Hilda the Herald is unfortunately in bits I heard. Tom's spitfire needs welding work and more engine work too.



OXFORD PETERBOROUGH . . . SCOTLAND CENTRAL

TSSC AREA NEWS

Oxford Continues

The meeting broke up around 9ish for a good chat in the car park in the dark.

Tom has now been trained to give valuations for TSSC agreed values for insurance purposes and has carried out a couple recently.

The TSSC recommends these are carried out.

Tom and Nick.

PETERBOROUGH

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<http://www.tssc-peterborough.webs.com>

After the long period of sunshine and heat the weather really broke for the August Bank holiday Sunday. Steve Abbott, Mike, Paul and Dave were flying the flag (though limply!) at the Stamford Classic Car Show – fortunately Dave had taken the gazebo which kept majority of the rain off. Hope it's dried out now. There is the seasonal autumnal nip in the air as generally the good weather holds allowing us to continue to enjoy the cars on the open road.

There were some Triumph cars in the car park at the Grimsthorpe Vintage Speed Trials and there were some interesting Triumph motorcycles and a sidecar racing outfit to boot competing – but unfortunately their enthusiasm was dampened a bit when it started to drizzle which then turned into a downpour and the afternoon runs were very subdued and really spoilt the event. People had dressed in period gear but when one is soaked through, it makes it very difficult to enjoy an event.

I attended the Headquarters Open Day on the 9th in good weather and picked up my new clutch assembly for the GT6 ready to pop in when I change the overdrive gearbox shortly. Hopefully the box I tested in a car recently will prove to be a lot quieter than the one currently installed. I was only there until 'hot dog time' and the event was sparsely attended but Members did appear to be drifting in at lunch-time. Hope it got busier as a lot of effort goes into laying the food on and Angie and Di were doing a good job with the drinks, etc. and Nigel was doing a good job at the barbeque. Well done and thank you all for your efforts. Once again the Lubenham Scarecrow Festival was excellent and the village was thronging with visitors.

Quite a few Members made the annual pilgrimage and attended the 25th Duxford All Triumph Classic Car event on the 9th. It is always very difficult when there are so many events happening around. It is good that people give of their time to organise a whole array of events which then in turn creates difficult decisions as which one to attend or support – whether as an individual or with others supporting the club with TSSC regalia etc..

We had something a little bit different at the September Club Night. We welcomed our Guest speaker for the evening Captain John Connelly with a history of 30 years with the RAF and 2,500 hours of flying – 1,000 on Canberras and 1,000 on the Vulcan's. His 1,000 hours flying time on the iconic Vulcan bomber formed the centre of his very interesting slide show and talk. Donations were taken for the Kidney Research UK and coupled with the donation from the club a cheque for £70.00 has been sent off. A big 'Thank you' to

Andrew Bramwell for the loan of his projector. Though space was limited 25 of us thoroughly enjoyed John and Margaret's presentation – and it's heartening to know and understand that negotiation and diplomacy between countries works. It was the first time I had realised that within a 20 mile radius of Lincoln there were 135 Vulcan aircraft based – 135 bombers capable of dropping nuclear bombs!! If something had gone wrong with negotiations Lincoln Cathedral would not have been on a hill – but in a very big hole!!! And we wouldn't have had Rimmer's in a WW2 hangar for our Triumph parts.

As we have said before the donation of the odd raffle prize during the year helps the rebuilding of our funds – as we do try to give value for money.

Steph has the **Christmas dinner** in hand and has provisionally booked the **Blue Bell at Helpston for Monday the 10th of December**. Menu's and bookings will be taken at the October meeting – it's a £10.00 deposit per seat please.

It promises to be a 'Cracker'! Sorry about the early cracker joke.

The October Club night we will be enjoying the learned Doug Kendall as our speaker. I am sure we are all in for a very interesting evening listening to the history of Scalextric and the heady values some of the pieces have risen to! Search your attics and refresh yourself with your hidden gems.

When we have a speaker at a meeting we believe it is best to start the official meeting at 8.15 with the food before – so an 7.30pm-ish arrival with food at 7.45 to 8.00 for the speaker to start around 8.15. Hope that works with everyone! So see you a bit earlier in October.

Our next **Club night is on Monday the 8th of October at the Five Horseshoes at Barholm, Stamford, PE9 4RA** around 8.00pm and we look forward to welcoming TSSC Members – old, new and prospective alike. Come and join in with the raffle to fund Matt's superb buffet and a natter and of course that regular friendly exchange of experiences – and some pretty good advice in the bargain too!

The Clocks change at midnight on the 28th of October – don't forget to put your clocks back by one full hour – or you could be an hour early for the November meeting!

Doug

SCOTLAND CENTRAL

Michael McCallum

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www.facebook.com/groups/TSSCScotland/



If you are reading this then I have just made the deadline by the skin of my teeth, in you are not then I will apologise on our FB page! I have a reminder in my calendar however the series of reminders had come to an end and at my age the memory is not as sharp as it once was, careful I can hear what you are thinking.

So, what has been happening since the last report? August seen Albion Biggar host the annual rally, this event has been

SCOTLAND NORTH EAST . . . SOUTHERN



TSSC AREA NEWS

on the go for longer than I can remember and I have been attending it for some time. The day started of a wee bit wet but since we have 2 canopies there was ample space for everyone to take shelter, including my little fury friend Bowie who made his debut to the car rally scene. The good news was that the day got much better come lunchtime as the rain stopped and we even were blessed with some sun rays. The rally was up to its usual standards with a great display of machinery, cars, buses, trucks, motorcycles and a decent selection of autojumble. Last year our stand won first place at the rally and we never managed to retain the title, however it was great to see another Triumph club take first place. The next rally that the club attended where there were over 100 Triumphs was the Bo'ness Rally. I never managed to attend this year but all reports were very positive about the weekend. I know that several people attended the Saturday Saltire run, Colin had a slight issue getting back on course after he took a slight detour for fuel and never managed to get back on track, great effort all the same Colin. Last year our stand won second place and this year we still took a trophy albeit third place. Well done to everyone for their efforts in making the stand successful, in particular Jacqueline who spent a lot of effort in preparing for the show and also lawnmower man (Mark) who got the grass to just the right length.

What has been happening on the car front? My Spitford has not moved since Biggar due to work commitments, however the wee fella has covered over 5000 miles this year so far. It was great to see Peter's Herald estate at the meet after all his hard work on the restoration, with not many of these kicking about on the roads I am sure the restoration will see this one on the road for many years to com. Well done Peter.

I have not been about much over the past couple of months due to being on holiday for most of July, work commitments and the refurbishment of a property. Don't worry I will not be going anywhere soon unless I am not elected as an area organiser come December. On that note we will be holding the AGM at the Triumph garage in Hillington on a Saturday morning in December, therefore if you have any agenda items please get them in as soon as possible.

The East Club meet is still seeing a good attendance, I do not have much information to share this report as Alan was on holiday for the last meet and I am not sure if he has a backup AO at this time. Is there an desire to have an official AO for the East? I suspect that by de facto standard we have one in place already :-)

Apologies for the short report this month and the lack of proofreading as it is not far off midnight on a Sunday. I promise I will enter a new series of reminders into my calendar.

Aye,



Michael

October Items:

Club Meet on the 1st Thursday of the month at The Harvester, The Springfield Quay, Glasgow, G5 8NP on 4th October @ 7:30

East Club Meet is at The Hawes Inn South Queensferry EH30 9TA on Monday 10th October at 8pm

Breakfast Club Meet at the same venue on the 3rd Sunday of the Month 21st October at 10:30am. Come along and sample good company and breakfast.

Visit our web site and checkout the year's events at WWW.TSSC-Scotland.ORG

Please join in our social banter at:

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

SCOTLAND NORTH EAST

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e-mail dannysportssix@btinternet.com

www.brmmbrmm.com/club/grampiantr/4.htm

Hi all, Sorry that there was no area report from me last couple of months but we were away on holiday and then I had a problem with sending emails.

What a great summer we have had for open top motor-ing/classic motoring the best I can remember. It had hardly rained for weeks and a few of us were at Drum Castle on Jaguar Day displaying our Stags, it rained almost non stop all day. What a shame for the organisers. At the GVRS Show and there was a good collection of Triumphs spread around the field.

For a wee while now I have had problems with my Spitfire having rough running, I had fitted a filter and it had collected a quantity of rust and crud from the inside of the tank. After one really bad episode of popping, banging and back firing I bit the bullet and decided to remove the tank and clean it out, along with a heap of rust and sludge I also found this (see photo) a lid from an oil can! How long it had been in there is anyone's guess. I think the lid had, during some spirited driving with an nearly empty tank, flipped upside down over the fuel suction at the bottom of the tank giving me reduced fuel supply. Having a MK3 the suction outlet is at the bottom of the fuel tank unlike the later cars.



The events and shows are now over for this year - roll on summer.

This months **Club Night is on Thursday 25th October** and we are planning a meal evening at the Garlogie Inn.

On occasions we do have to change the meeting venue so before travelling do check out the "Stop Press" page of the website for up to date information:

<http://www.brmmbrmm.com/club/grampiantr/6.htm>

Have a look at the Grampian Triumphs Facebook page at <https://www.facebook.com/groups/GrampianTriumph/> and the TSSC Scotland page at

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

Updates/new additions to our Events notification flyer are posted on the Grampian Triumphs Facebook page.

That's all for this month.

Danny

SOUTHERN

Tel. 01252 722432

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

Hi folks, another month gone by so soon or perhaps it has something to do with age? Since my last report it has been a busy show month so here we go.

Saturday 11th August saw Mike and Karen in the Healey and Barb and myself in the Stag attend the Retrofestival at Newbury Showground. The stalls were just right if you were



TSSC AREA NEWS

Southern Continues

a lady looking for some retro gear. A good line up of cars with a strong American contingent. A pint and a pasty for lunch went down very well.

Next day saw David TR6 and Wendy in her Spitfire meet up with us at Milford station and continue onto Cranleigh show-ground for the annual Lions show. Lots of autojumble and stalls selling all manner of goods. A good selection of food outlets plus a new brew to me from the Fire Bird Brewery at the Old Rudgwick Brickworks site. A nice pint indeed.

The cars filled the showground with the help of numerous club stands and I met up with a few old friends, an enjoyable day out.

Saturday 18th August saw David, Barb and myself attending the show in Camberley Precinct and High Street. As usual lots of interest show by the public. We were parked about twenty yards from the front door of the pub so a pint and a bowl of chips were called for at lunchtime.

A very busy Bank Holiday was had, early on Saturday morning David, Barb and I wending our way up to Gloucester, a 2.5 hour journey, a very enjoyable drive with hardly any traffic for the first hour and a half. Once we hit the A419 east of Swindon, there was a lot more traffic but all flowing freely. On arrival we were eventually parked up in Southgate Street. Same format as previous years – pre-war and 40s in Westgate Street, 50s in Northgate Street, 60s in Eastgate Street and 70s and 80s in Southgate Street. This is a well laid out show with a number of drivers and passengers in period costume. Once again, much interest from the general public. Met up with Guy and Susie – they were sitting in the same spot as last year. A pint and chips for lunch in the Old Coaching Inn in Westgate Street, rounded off by an evening meal just ten miles from home.

Sunday saw us doing a local show at Petersfield organised by the Herald newspaper in conjunction with the town fair. David TR6, Wendy Spitfire and Barb and myself in the Stag arrived together at about 9am and bagged a good spot. However by 10 o'clock it started raining and never stopped, a complete washout. Here's hoping for a nicer day next year. As they say you can't win them all.

Monday saw a better day with David, Mike and Karen, Barb and myself meeting up at Wendy's and making our way to Wisborough Green in convoy along the A272 via Petworth. We were joined by Derek and Jackie and Gill and Pauline. The usual village fete very well attended. On dispersal we all went our separate ways home.

Saturday 1st September saw David, Mike and Karen, Barn and I meet up at the Balls Cross Steam and Vintage Show in aid of Macmillans. A lovely warm sunny day and a good turn out of machines of all kinds. Later joined by Derek and Jackie. Mike and Karen, Barb and myself were booked in for lunch at "The Stag" (well that couldn't be missed). The completed by a leisurely warm drive home.

Sunday saw Barb and I, and Mike and Karen meet up for the journey to West Stoke. David was supposed to be with us but had to cancel at the last minute due to a sick engine. The show "Harvesting the old fashioned way" is a new show to all of us. What a good show it was. As it implies, demonstrating cutting the barley with the old fashioned reaper/binder collecting the sheaves and the hay wagon taking them over to the threshers to process. This in turn was driven by a stationary steam engine. There was a large saw bench also powered by a steam engine. Various stalls, food

SOUTHERN NORTH STAFFS

outlets, beer tent, etc. On the far side of the site two large shire horses were ploughing and further over all manors of tractors demonstrating their skills of ploughing, cultivating and harrowing. We visited the Wellies tea room just across the road for a traditional afternoon tea.

A pleasant drive home this time in shirt sleeves, not bad for September, long may it last.

Mike

New AO for SOMERSET
We are Currently looking for an AO
to cover SOMERSET
We can offer as Much help as
needed, so please get in touch!
email nigel.hill@hotmail.co.uk
Tel. 07976 163006

NORTH STAFFS Tel. 07939 603061
e-mail: triumphsportssixstaffs@gmail.com
Web. www.tssc-staffordshire.co.uk

Sadly the wonderful summer looks like its coming to an end, as I write the rain is falling and autumn sets in but I'm sure there will still be lots of days that we can take our cars out on the road.

Last month Tatton park was one of the first shows some of us attended, again this had a good amount of stalls with lots of car-related goods for sale, and a wide range of vehicles on display.

I had a trip to Market Drayton the following week to a local charity transport show but as the morning started out with some rain so the number of cars attending was reduced, the following Saturday was Ipstones show which filled the area allocated to classic vehicles with a wide range of models.

The start of September gave us another agricultural show at Eccleshall which I believe had the largest number of entries ever at over 900 vehicles, well worth the visit, with just one more show at North Rode or Etruria Ind Museum on the weekend 15th -16th Sept it brings most of the shows to an end.

I'm hoping the weather is kind to us for the long-awaited run in the Peak District and West Yorkshire which is set for the second Sunday in September, which has been difficult to arrange a date that suited everyone so hope we get a good turn out.

I have requested before that any members who would like to be on the mailing list get in touch by email.

A number of emails I have for members are out of date or are incorrect including some new members so do update me with your latest Email address.

If you know of any events that might be of interest to members please get in touch.

BFN

Dave

SUFFOLK EAST SUSSEX . . . NORTH WALES

SUFFOLK

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Tel. 01206 250360

After the blisteringly hot summer, the nights are definitely drawing in now. It was almost dark when the Suffolk Area members started to arrive in the Sorrell Horse Car Park. In the end there were eight of us in 5 Triumphs.

First to arrive was Brian in Lightning, sporting some new painted stripes on the doors, with a very nice fade to them. Accompanying those were some new luminous '96' numbers, safety and styling all in one package! Amazingly the car has completed 5000 miles since the newly rebuilt engine went in earlier this year. That's more than all mine put together.

Mike arrived in his Herald Estate, and was pondering what needed to be done for the MoT. Good to see people are still getting their cars checked despite the exemption. Peter has just had his Vitesse tested as well, I think it's important for the history of the car, as well as the obvious safety aspects.

New member Steve has bought himself an Inca Yellow 1500 Spitfire to replace his Tiger Kit Car. It's a roadworthy example and wants to get a bit of use from it before giving it a complete strip down. Unfortunately he didn't turn up in it, as it failed to start at home, just a click from the solenoid. Hopefully it's something fairly simple, so we had to be content at looking at photos of it, and it did look quite smart in those.

Colin wasn't in a Triumph, but has been hard at work prepping his latest purchase for the Round Britain Reliability Run. He and Chris went up to Anglia Car Auctions specifically with the plan of buying the early Mk2 2000 that was for sale there. Thankfully it was only halfway through the 250 lots and as the other interested parties stopped bidding, it was theirs and under the agreed budget too. My friend Jamie has also agreed to be their 3rd crew member. I hope he knows what he's let himself in for!

No sign of Chris and Lindsay, they were on their way back from Derby with a TR4 chassis for one of Lindsay's projects. So quite a busy month in all. I won't be at the next meeting, which is the **2nd October**, as I'm on holiday, but I should be able to gather some information next month's report.

Enjoy the last gasps of the light evenings.

Russell

EAST SUSSEX

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Tel. 01273 813691

Hi all. Another cracking evening with a really good turnout. Clive is embarking on the Round Britain Reliability Run coming up, and was passing his sponsorship form around for us all to sponsor and nominate a fee for this year's charity, all the very best Clive.

Also coming up soon is the Uckfield Lions club run around the roads and back lanes of East Sussex, for several miles . starting and finishing at the Half Way House pub near Uckfield then back for a hog roast, all monies raised going to charities. that's on Sept 30th. let's hope for a dry day.

A few of us went to the Bexhill 100 classic car show on August bank holiday Monday, another brilliant day out at this show, always has some unusual cars on show, this year's theme was American muscle cars and hot rods, there was some truly beautiful cars amongst them. Will go again next year.

Some topics of conversation tonight was about Geoff's ongoing Herald resto, having refitted the front suspension with all new and refurbished parts, he has moved onto fitting another second hand bonnet, on fitting it, he says, with it shut the gap at the back of the bonnet to bulkhead is ok one side but

TSSC AREA NEWS



massive the other side, and he has run out of adjustment, so I have offered my services, me thinks it will need some serious tweaking, we will get there Geoff.

Next week Sept 16th a couple of us are going to the Firle Hill climb, in East Sussex another good day out, some fantastic machinery here, the likes of which you don't see anywhere else, most of which aren't even road legal and only used for this type of event.

It has got to the time of the year when I have to sort out the Christmas dinner so more information next meet.

That's it for now folks, next meeting is **Wednesday October 3rd** so hope to see you all there.

Cheers

lan

Forthcoming events:-

Uckfield Lions Club Run Half Way House Pub Sunday

Sept 30th

Uckfield classic car show Saturday Oct 6th

NORTH WALES

www.wrexhamgandtriumph.co.uk

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Hello, everyone. Well, another month has flown by, and where is the time going? Friday 3rd August was our group's annual invite to attend R.A.F. Shawbury Families Day, and we in our Stag met up with a small number of our friends in Ellesmere before setting off to "pick-up" the Chester contingent in the usual lay-by and from there going on to Shawbury. There was a very good assortment of cars there, but unfortunately there was a lack of aircraft as the Centenary of the R.A.F. meant that most had been allocated elsewhere, so the day was very disappointing. In spite of that we enjoyed the good company that we were in, and made the best of it.

Saturday 4th was the Oswestry Agricultural Show, and Helena was passenger to Joan in her M.G. Midget to be part of the classic car display. The cars are just a small part of a large and very interesting show, and there was a lot to see, with plenty of sheep and cattle being shown and judged, plus horses, poultry, guinea pigs, ducks, and loads of stalls selling an array of goods and food. All in all another very enjoyable day, and the weather was with us.

We attended the Llangollen 60's Weekend on Sunday 5th, a small but good classic vehicle show. Julia and Alan duly arrived in their Spitfire, and parked up with us in our Jaguar XJS and the rest of our Jaguar pals. When going to this show you are given a wrist-band which is your pass to travel on the various trains or classic buses ferrying people between Llangollen and Corwen. Five of us took the train to Llangollen where we enjoyed a very good pub lunch before making our way back by train to Glyndyfrdwy to make the most of the remaining afternoon before everyone packed up to make their way home. Another smashing day, and once again the weather was very kind.

Tuesday 7th August was our monthly meeting, and despite some people being absent for different reasons there was still a very good turn-out of thirty-five. Richard and Helena went over the recent events and any future ones coming up. Dave and Gail, a new couple who we had met at Llangollen, had come along to the meeting and came up with some really good suggestions for a run, which all agreed on. The raffle was drawn, another interesting one

North Wales Continues

with good prizes. Once again another great evening in great company, with lots of chat and laughter.

On Sunday 26th we set off in two cars, Helena driving our Stag and Roger taking our Jaguar XJS, to meet Joan and Richard at the Stamford Bridge pub car park. It was a very early start, and the weather forecast was unusually correct, as it started to rain at 7.00 in the morning. After meeting up with Joan and Richard we then proceeded to meet our Jaguar friends and carry on to Oulton Park. The weather was atrocious, not only was it raining but a cold wind made it unpleasant to the point that sitting in the cars was the only option if you wanted to keep warm. The gazebo had been erected, but the wind was quite strong, so even being under that was not good. However, as the day went on the rain stopped, so this made it possible to view the racing from beside the track. In spite of the inclement conditions it was still an enjoyable day.

Our monthly OFFAL run was on Tuesday 28th August and organised by M.G. Jon and Bev. Twenty-nine of our Chester & Wrexham friends met at the Pontcysyllte Chapel Tearoom at 11.00 a.m. for the usual teas and coffees and to collect our route plans. We set off on a lovely drive, and again we travelled along different roads, giving new outlooks on the beautiful countryside in North Wales. We all arrived at the Druid Inn at Pontblyddyn near Mold for our pre-booked lunches, once again enjoyed by everyone. As normal there was lots of chat and laughter making for another great day in great company, and the weather to suit.

That's all for now. Don't forget that our meetings are held at **The Trevor Arms in Marford on the first Tuesday of the month** at 8.00 p.m. Hope to see you for a good natter and a laugh.

Forthcoming events:-

October

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

7th October:- Annual Threshing Day & Vintage Show, Ruthin Market, Ruthin:-

(this show has changed date from the 14th).

21st October:- Wheels of Wem, Horseshoes Inn, Tilstock.

30th October:- OFFAL.

November

6th November:- Monthly meeting at the Trevor Arms, Marford.

18th November:- Wheels of Wem, Horseshoes Inn, Tilstock.

There will not be an OFFAL in November, as it runs close to the festive season.

Regards,

Helena & Roger.

NOTE to ALL:

If I don't reply to your email or you get an undelivered message then I Haven't received It!! Bernard, Ed.

**Please Ring and check
01858 434424**

SOUTH WALES Tel. 07802 204068

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e-mail: alan.gourley@hotmail.co.uk

THORNFALCON SHOW SUN 19th August 2018

Thornfalcon is a show that we all look forward to and this year was no exception as I arrived at Area Navigator Ant's house in my Spit 1500 at stupid o'clock on a Sunday morning. Ant loaded his bag of maps charts sextants loadstones and life raft complete with flares ready to navigate us to deepest Norfolk where he had estimated Thornfalcon had been last seen. As we pulled away Sally Sat Nav sniggered into life. With a reasonable day forecast we drove the few miles to the first meeting point of the day and met up with Mike the Cake in the pilot seat of Eddy's Herald 13/60 and Bern and Jack in his immaculately presented TR4.

We were soon off in the direction of Magor services just beyond Newport on the M4 to meet up with The Monmouth Mafia, John and Mike in their pristine Triumph Blue Oval Cortina getaway car and Paul G and Doty in their Vitesse convertible. John and Mike then arrived in the Monmouth Mafia getaway car their Triumph Cortina. We said our various good mornings and caught up on what had fallen off each other's vehicles in the last week or so and had our first breakfast of the day from the Two Arches Café and soon we were on our way towards Bristol and south towards Taunton on the M5 in our procession of Triumphs. August on the M5 is like a the mobile version of the Caravan and Motorhome Show, "exactly why people who own perfectly serviceable houses in the home counties feel the need to up sticks and opt for the trailer park lifestyle is beyond me" said Ant. As we passed one of the more well-presented motorhomes a lady peered over her copy of the Sunday Times from the passenger sofa and said "exactly why people who own perfectly serviceable modern vehicles in the South of Wales feel the need to up sticks drive around on the weekend in clapped out 60's bone shakers is beyond me.....mother used to have one of those Triumph Heralds before she got the Jag.....Charles are you listening?"

I laughed at the thought of Britain's various pass times clogging up the roads at the weekend. We were soon at our turn off and into the carpark of the Toby Carvery and an AA 20% off full English breakfast number two. Having got fully fuelled up for the day we headed the mile or so to the Thornfalcon venue and were soon marshalled into position among the 300 or more vehicles on display.



Paul and Doty soon had the mobile tea urn and coffee emporium operational and thirsts were being quenched very efficiently as usual. Bern, Ant, Jack and I went for our usual inspection of the assembled cars to spot the unusual and admire the restoration and polishing work that so many people put into their classics for the show. On strolling around the

TSSC AREA NEWS



show it was clear the well healed were out in force with Bentleys and up market Jags amongst well sorted Healey's and DB's being displayed. There were lots of interesting cars at the meet and a real cross section of the inhabitants of garages and barns across the south west of England and Wales. Thornfalcon Classics had a few nice classics for sale including a very original Herald 1200 saloon.

We had many a good chat with all sorts of owners. That is what makes this show a little different in that it is not club orientated and tends to be individual owner drivers. As it always does the clock ticked onward and it was soon time to plan our escape and head for home. We had a last coffee and packed up the gear as Ant took a final bearing before pointing towards the exit gate.

We were soon on the M5 north in the afternoon hazy sunshine weaving our way in and out of caravans and motorhomes making their way back to civilisation from the land of Poldark and clotted cream teas. I was keeping a close eye on the gauges but all seemed well and I still had half a tank of fuel amazingly! Bern and Jack passed me a few times but I had John and Mike in the getaway Cortina in my mirror until we bade farewell at the junction to the Severn Bridge. I was glad to see the signs for Cardiff again and thought to myself what a good day out we had even if our numbers were down a bit. "What we had lacked in lunch time menu was sure made up by our bagging a total of two breakfasts!" I said to Ant. "Norfolk isn't as far away as I thought!" he replied.

AI

The Gnoll Classic Car Show Neath Sun 2nd Sept

The original Gnoll show at Neath has been postponed due a weekend of torrential rain earlier in August and two weeks on the weather was perfect. In order to mix things up a little we had decided to meet at Pencoed services near Bridgend and go west on the M4 rather than taking the valleys route to



Neath as the department of disruption had various cone shows in operation where stretches of road were having pot holes installed. Mikey J and Thumper Watson were already parked up when I arrived.

Mikey's yellow GT6 looking great in the early morning sunshine and Paul's 1500 Spitfire as immaculate as always. I slotted my Spit 1500 alongside and reminded myself that the polish was in the boot for later. Bern and Jack arrived in their immaculate TR4a making a nice throaty engine burble as

Bern parked up. Dotty and Paul G pulled up in Vera the Vitesse convertible to be closely followed by Mike the Cake and Emma in the Triumph ST Blue Oval modern concept car.

The Monmouth Mafia arrived in their mint white Acclaim, John and Mike got out and bade a cheery good morning which implied that the extortion and protection racket figures for the month had been acceptable. After a Two Arches Café round of Espresso Dishwater we got on our way with Sally Sat Nav screaming instructions at me as I had the volume up full. I had put the coordinates for the Gnoll in earlier hoping that Google knew the difference between Neath and the grassy one by the book depository in Dallas.

Seemingly Gnoll's are some sort of forest dwelling mythical creatures and Gnoll Park Neath is the former home of the Evans family which was demolished in 1957 and the grounds are now what is Gnoll Park complete with Gnoll's I suppose?. The run of about 30 miles was fairly uneventful and my famed lack of navigation skills got us to the correct entrance to the show with no U turns. I could hear Mikey J explaining that he was not taking his car up the little access road as on a previous visit his car had run aground on the centre hump between the ruts in the track. I decided to put one wheel in the centre and steer left and go for it. It appeared to work and everyone else followed and we were soon all parked up as Dotty and Paul gave us a tune on the kettle drums as the tea was brewing.

The weather was kind and with the late summer sun shining on us we settled down to tea coffee and putting the world to right. We were joined by Tim in his Spit 1500 and Gwyn and Barbara doing a pre Goodwood planning weekend. It was great to see Gwyn out and about enjoying himself. John Gray and son Jason 'Two Rollers' also joined us as they live locally and John in his show winning red TR4a. There was a surprising amount of entertainment at the show and quite a few jumlbers of various types.



We were all enjoying sitting in the sunshine and Thumper was trying to work out how he was going to get the memorial bench he had found so comfortable into the Spit and out of the park. There was an actual recreation of the Trotters Reliant three wheeler on show with dolls, watch and even a chandelier in the boot with a 'knock em out' price tag to match. I had a wander around all the show cars and was surprised that so many variants seemed to reside in this part of the world. All too soon it was time to look for the exit and after a short delay while Bern hotwired his TR4a (due to his immobiliser system being too good) we were on our way. Emma and Mike the Cake were still searching for Gnoll's in the surrounding forest so we decided to leave without them.

South Wales Continues

We joined the Caravans and Motorhomes making their way home from West Wales but made good time back towards Cardiff. I waved and pumped the horn as I passed the lady in the motorhome reading the Sunday Times. "She doesn't know what she is missing!" I thought to myself.

Thanks to the Skewen Car Club for again putting on an excellent show that was well attended by all who attended.

AL

WESSEX

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Tel. 01425 475376

Silverstone was good, if rather hot! – I have to admit, we did not take our classic cars, no excuses, it was just easier to go in a modern!! – First stop! – Lunch! – Then onto the campsite to erect our tents. The facilities at Silverstone are first rate, the purpose built showers and toilet blocks are kept spotless (Le Mans, take note!). There is a bar, shop and a choice of food stalls, which after opening a few of the tins we had taken, soon became our preferred choice of sustenance! The less said about "breakfast" in a tin the better, the "mixed grill" in a tin was nothing to shout about! At least most of the food stalls were not too over the top, pricey (Le Mans, take note!). The only struggle, was getting through the drink that we took, somebody was letting the side down and it wasn't Trevor or me (or should that be I?). From the campsite there was a regular tractor service to take you to the perimeter of the circuit, supplied by one of the Tractor clubs. From there, a bus service to the centre of the action, all very well organised. I could go on, but I think I will keep our ramblings for those who might want to know more at our club night, one to consider for next year. Early indication of the provisional dates for next year are 26th-28th July 2019 - these will be confirmed in early December when the FIA meet to ratify the F1 2019 calendar. Tickets will go on sale in early November - stay tuned. On the following Tuesday evening, some braved the traffic and attended the TR Register Wessex Car Night at the IBM Hursley Social Club. Breamore was cancelled, due to the inclement weather! This normally is our most popular event, as it is very central to all, being situated between Ringwood & Salisbury.

Some of us made the effort to go to Thornfalcon, always a popular event, it is run on the same basis as our local "Christchurch on the Quay" which Duncan, Dave, Mel & myself attended the other week, where we were informed that they had over 320 cars attend. Thornfalcon gets a similar response, with some interesting vehicles. We were a bit disappointed that cars started to leave by 1.30 pm. It might of been due to the traffic and one of the main roads being closed, due to an accident. Dave and I tagged onto a car that nipped off down a country side road to avoid the traffic jam that we had joined. When he realised that we were following him, he stopped and gave us directions for when he turned off!! Swanage Railway, most, only do one day, usually the Sunday, some of us diehards, like to get our monies worth and go on the Friday and Saturday as well. A report next month.

Beaulieu, for once the weather was perfect, still cold at night, but as we did not camp over this year, it did not matter!

Business was brisk on the Saturday, not so good on the Sunday! I think we did quite well with what we were able to sell, it still seemed like quite a lot came home! We only do it, because it is a good way to chill out for three days, if we break even, financially, we have done well. It is good to meet up with the same people once a year.

As it was so popular last year, Trevor has booked the **Fish Inn for 1.00 pm on Sunday 21st October** for an end of season run. It will consist of one half of a previous New Forest Run (30 miles or so). I think we are already up to the maximum that the Fish Pub can accommodate, also the 12 car ruling. Also I said it was starting from Ringwood, but it is more than likely going to be Avon Park, around 10.30 a.m. We will confirm this nearer the time, when Trevor has worked out which one to use, then we can give you the final details.

I have started collecting names for the Christmas Dinner so that I can give the Tyrells Ford an early indication of how many seats we need to reserve, so that we can accommodate everyone before they accept too many bookings from other groups. I have no details at present as they all tend not to think about Christmas until summer is over! – I am assuming the menu will be similar to previous years and the cost also will be around the £30 mark?! –

We did ask at previous meetings and the consensus was that most were more than happy to stick with the Tyrells Ford, this will include a disco.

End of Season Run Sunday 21st October
Christmas Dinner Saturday 15th December

If you have any suggestions to include in our "things to do!" please let Trevor know. As always "Check your emails" or contact Trevor for any up to date information.

Next meeting will be at the **Tyrells Ford, Thursday 25th October**

Martin

WEST MIDLANDS

Tel. 07505 110922



Autumn is now with us, but with the weather turning there were still 10 Triumphs on the car park (22 last month), including a Spitfire owned by our newest recruit Graham Roe.

Welcome Graham and hope you had a good natter with the 30 plus members inside the Drakes Drum.

There was also on the car park a borrowed car by one of our regulars (no Names), it was an MGB GT. Still nice to see though.

Announcement was made of the Post-Christmas meal to be held at a carvery in Sutton on Saturday 12th January 2019. The meal will be held in our own and will be served to us, so no standing in a queue. However we need 50 diners to guarantee the room so make a note in your diary. Deposits will be taken in November and December.

Happy motoring.

Steve



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40TH Birthday part 2

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Friday 16th November

Eat out

Campanile 01268 530 810 ask for Tracy price per room

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Single £46.65 night B&B

Gather around the bar for a chat & catch up

Saturday 17th November

Drive out

To local German market

Get all your Christmas presents

From the speciality stalls

Plus on the way back an antique and collectors centre if you wish

3 course set Christmas meal £16.95 (£5 deposit 1 month before to Allan)

Campanile 01268 530 810 ask for Tracy price per room

Double: £65.25 night B&B

Single £60.25 night B&B

Sunday 18th November

Drive out

Though Essex countryside

Mystery visit? then on to

To the garden centre the club meet at

For lunch and good byes

Any money made or donated will go to the
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*The exclusive club discount codes are only for club members use. The codes are valid for Saturday or Sunday Adult tickets and Saturday or Sunday Family tickets only when booked in advance. Family ticket gives access for 2 x adults and up to 3 x children (aged 5-15). Club discounts will be applied to on-the-door prices: Club Adult £24.50 (£30 on-the-door) and Club Family £68 (£80 on-the-door). Calls cost 13ppm plus standard network charges. Ticket prices include a free show guide. Advance tickets are only available until midnight on Thursday 8 November 2018. All bookings are subject to a single transaction fee of £1.95. All information correct at time of publishing, see website for more information. Don't forget to hand your club voucher/ticket stub into your club stand at the show so they can benefit from a commission.



CORNWALL TRIUMPHS CHRISTMAS

DINNER AND DANCE 2018

Saturday 8th December

Tregenna Castel Hotel

St Ives

7pm – 7.30pm

Dinner and Dance £29.50 per Person, Rooms from £75 for a standard double inland room with breakfast

Bookings now being taken via Carol Coventry, £10 deposit needed for the meal asap

Email: carol.63@hotmail.co.uk Ring 01726 824 523 / 07979464643 after 6pm

Please book your own room with the hotel direct on 01736 795254

We will be meeting at 12noon at The Firehouse Bar and Grill for lunch and a pint, followed by a stroll around St Ives for a bit of retail therapy or more sampling of the real ales. Then it's back to the hotel to dress to impress Party on and enjoy our Christmas Event .





See you at the TSSC!



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

You can rest assured that you will be made very welcome. We will be offering light snacks, including mince pies for just a small donation, and some liquid refreshments From the 'HERALD' Bar which will, of course, include Mulled Wine and a Guest Ale for Non Drivers.

This **Christmas Open Day** is going to be one to remember.

You will be able to meet some of the Directors & Staff of the TSSC and Editor Bern will also be manning his Infamous workshop "**Bizarre Bargains**" Stall.

The Club Shop will be Offering 10% Discount over the Counter Offer NOT applicable to Club Gift Vouchers, Website & Phone orders or on Items already discounted as December offers.

Sunday 2nd December 10.00 am to 4.30 pm

Don't miss out this year!!



Tel 01858 434424 www.tssc.org.uk