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THE COURIER NUMBER 461 NOVEMBER 2018 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 461 NOVEMBER 2018



Remember, Remember...
...We're at the NEC!

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Nigel Hill - Area Liaison



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Tom Hartley - Co-opted



Jane Rowley - Director



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TSSC HQ TEL. 01858 434424

Membership. Angie Hill - info@tssc.org.uk



Shop Team. Martyn Sankey - clubshop@tssc.org.uk



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



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THE November 2018

COURIER

Price £3.50 Free to Club Members.

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BREWING UP A STORM WITH
NATURES FIREWORKS!
PICTURE CHRIS RYBKA

Courier Copy/Area news



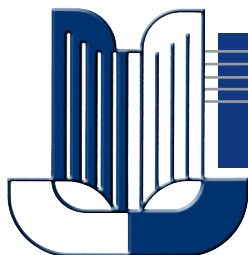
Editor. Bernard Robinson
e-mail: courier@tssc.org.uk

We will only accept e-mail TEXT & jpeg files
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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

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

TSSC MEMBERSHIP ENQUIRIES

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

INSURANCE VALUATION SERVICE -

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

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e-mail: courier@tssc.org.uk

Form on Website: www.tssc.org.uk

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FJ Breakdown Recovery - 0800 132 278

PETER JAMES LIMITED

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LANCASTER INSURANCE

Tel: 01480 400763

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COUNCIL OF MANAGEMENT 2019 meetings:

27th Jan, TBC March

14th April AGM, 9th June

1st Sept, 27th Oct

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

Wow, what a season!

Welcome to November's edition of the Courier, yes that's right it is November, can you believe that!

I hope you have enjoyed the summers motoring, and now the nights are closing in it is time to take stock of those few little jobs that may need attending to whilst there are less events to join in. As garage time beckons first you will probably need to make a list of a few replacement items or upgrades that you would like to procure.

With list in hand, please have a look at the TSSC Club Shop web site or catalogue, also we will be attending the NEC Classic in November where parts collection is available and advanced ticket bookings will achieve a further Members discount.

Our biggest indoor show of the year the **NEC Lancaster Insurance Classic Motor Show is on the weekend of the 9th 10th and 11th of November 2018.**

We are finalising a great display of cars for you to appreciate, you can collect pre orders from the TSSC shop or just join us for a chat we really look forward to this very sociable event, a great time to catch up with everybody and feel inspired to cherish your classic Triumph.

December 2nd is our Christmas Open Day at TSSC HQ, please come and join us for this informal gathering, enjoy everything our lovely facilities have to offer.. Have some lunch with us, grab a few bargains in the TSSC Club Shop or Bern's Autojumble and enjoy the exhibits we have on display.

Whether you pack your Triumph away for winter or you are a daily driver, there are still plenty of social events to enjoy during the winter months. Your Local Area's all run throughout the colder months, if you have never been, look them up at the back of the magazine and make contact, you never know somebody there may just have that hard to find part that your Triumph needs. I hope to see many of you out and about during November....



BY CHRIS GUNBY

TSSC CHAIRMAN & GENERAL SECRETARY



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

November 2018

FRI SAT SUN 16 17 18 NOVEMBER 2018
TSSC ESSEX AREA 40TH BIRTHDAY PART 2
THE EXCLUSIVE WEEKEND

CONTACT ALLAN 01375 672072

December 2018

SAT 8 DECEMBER 2018

TSSC CORNWALL

CHRISTMAS DINNER & DANCE

TREGENNA CASTLE HOTEL ST IVES

CONTACT CAROL 01726 824523 AFTER 6PM

SUN 2 DECEMBER 2018

ANNUAL

TSSC HQ CHRISTMAS OPEN DAY

CONTACT 01858 434424

CLASSIC CAR SHOWS (CLUB INVITED)

November 2018

FRI SAT SUN 9 10 11 NOVEMBER 2018

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Jan 2019

SUN 6 JANUARY 2019

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OR COLIN 01773 531 580

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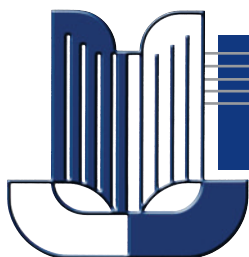
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Footman James Announces New Restoration, Storage & Transit Insurance Policy

Footman James, have created a policy aimed at enthusiasts who are restoring or storing their classic vehicle.

Through their close relationship with classic vehicle clubs, partners and enthusiasts, Footman James has identified the need for a bespoke restoration and storage policy that goes beyond simple off-road or laid up cover.

The Restoration, Storage & Transit insurance policy from Footman James provides third-party cover to a vehicle while it's in the garage, in transit to or from a re-

stor, at a race preparation facility, competition or exhibition.

This policy has been built with the classic enthusiast in mind, salvage retention is included as standard and cover for tools up to the value of £250 included as standard. Customers will also be able to take advantage of selected FJ+ optional extras.

FJ+ allows customers to build a policy tailored to their specific needs by choosing from a range of additional cover benefits. For the Restoration, Storage & Transit policy, these include:

- Agreed Value - Customers can increase the value of their vehicle twice within a policy year with no admin charges, offering peace of mind to those adding expensive new parts to their vehicle when undertaking restoration work.

- Spare Parts - Customers can choose to cover a vehicle's spare parts and accessories up to the value of £2,000, £5,000

or £10,000. With each option, cover is also provided for spare parts and accessories taken away from the home temporarily up to the value of £2,000.

Plus, holders of this policy can cover a mix of vehicles, both classic and modern, up to the value of £50,000.

David Bond, Managing Director at Footman James, commented: *"Feedback from our customers was instrumental in creating the Restoration, Storage & Transit policy. Restoring a classic vehicle can be an expensive labour of love, and it's not unusual to see a classic vehicle increase in value many times during the length of the work."*

With our new policy, customers can be confident that they can get cover for the true value of their vehicle"

For further information about

Footman James contact
0333 207 6000 or visit

www.footmanjames.co.uk



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P&P 2Kg

BESH2012	£15.00	VITESSE 2 LITRE ALL, GT6 UP TO KE19999
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BESH2017	£10.00	SPITFIRE, HERALD ALL MODELS
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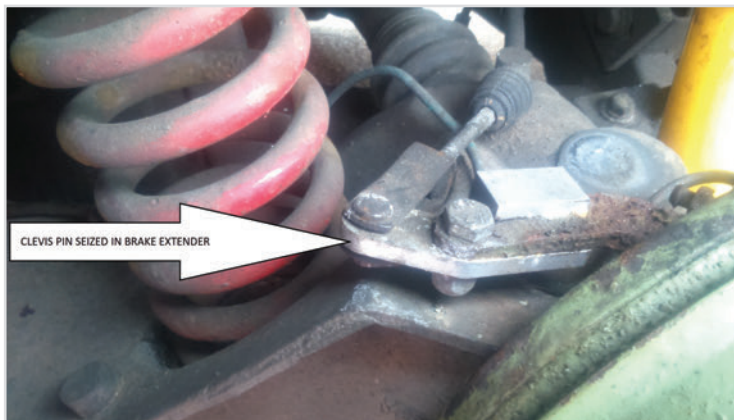


MK4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

TR4A Sticking Rear Brake

As mentioned in a previous Courier my TR4A has on occasions "suffered" from a "sticking" rear N/S brake. I first noticed it after the car had sat with the handbrake on for a few days leading me to think that it was due to the shoes sticking to the drums so when the car was going to be left idle for a while I did not pull up the handbrake (always a good idea anyway), but then it occurred sometimes even when I had braked and not



Clevis Pin seized

"so this simple fix seems to have done the trick"

brake cable to the aluminium handbrake lever extension, it was seized in both the extension and the handbrake cable bracket. I didn't think that this would have caused the problem because there was enough



Offending Item removed

even pulled up the handbrake! Time to investigate. With the car jacked up and on axle stands I removed the rear N/S wheel and brake drum, everything looked okay except for the clevis pin that connects the hand-



New Clevis well lubricated with Copper Slip

flex in the handbrake cable to allow the shoes to move, but I

couldn't find anything else wrong (except for finding heavy

corrosion in the bottom of the rear wing/wheel arch, too many days driving it on salted roads in the winter) so I eased out the clevis pin and fitted a new one with plenty of copper slip.

After a few run outs in the car the brake hasn't stuck on again so this simple fix seems to have done the trick (we'll see!)

Foot note – since carrying this out I have covered many miles over many runs and the brake hasn't stuck on once.

Bracketastic!

Whether 6 cylinders or 4
a TR is more!

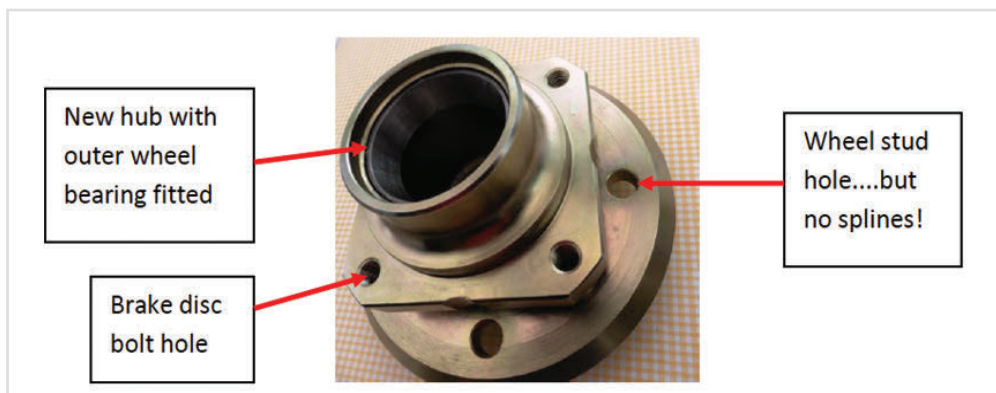
Bern

I have had a couple of e mails this past month that I have responded to, but have received no evidence from the member that they have received my reply, if you have emailed me and not received a reply please let me know, now once again I must thank John Williams for sending me yet another article,

PROBLEM WITH TR4 WHEEL STUDS ON WIRE WHEEL HUBS

I recently had a bit of a shock. My well-sorted TR4 FAILED its MoT test in May. How dare it! MoT tester demonstrated a vertical road wheel movement of a couple of centimetres ([CENTIMETRES??!! Blimey - Bern](#)) which he put down to wheel bearings. Back to my mate's garage for inspection. Cause was a bit scary - 3 of the wheel nuts holding the spinner plate to the hub had become slightly loose. Further investigation showed that one stud had rotated in the hub and had almost completely rounded off the splines in the stud hole. My mate managed to burn/chisel off the wheel nut on this stud and also managed to secure the stud itself in the hub. The spinner plate was re-secured and the car passed the MoT later the same day. However, I was determined to replace the stud as soon as possible. I should mention that the car had 5mm spacer plates on all hubs when I bought the car. On advice that it would mean less strain on the steering rack, I planned to remove the spacer plates on the front hubs. This meant that I needed to buy shorter wheel studs. This I did but to my horror the new stud would not fit tightly into the damaged hole in the offside front hub. The suppliers offered a next-day delivery on the Saturday so that a planned outing around Herefordshire two days later could go ahead. However, I thought at first that I was supplied the wrong hub! The stud holes were round - no splines.

Steel hub....how can that be correct?



New TR4 Front Wheel Hub

what would I do without you John! So please if anyone has anything that they could share with other TSSC members please let me know otherwise you may be reading about how many hot crossed buns I managed to fit in my TR's boot on last Easter's run, over to John.

After investigation, I learnt that you actually create the splines yourself by pulling the stud into the plain hole using a hexagonal 7/16 UNF nut and a spacer and with a 11/16 AF socket to take the force of the pull. It works! In future, you hit out a stud with a copper mallet and repeat the exercise to pull the new stud into the hub, but taking care to ensure that you line up the splines!

**THIS DOES NOT GET MENTIONED IN WORKSHOP MANUALS
AS FAR AS I CAN SEE.**

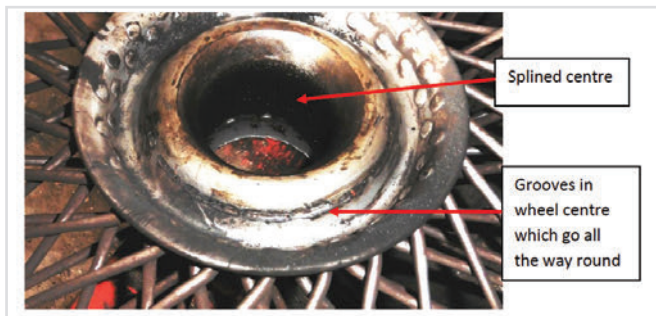
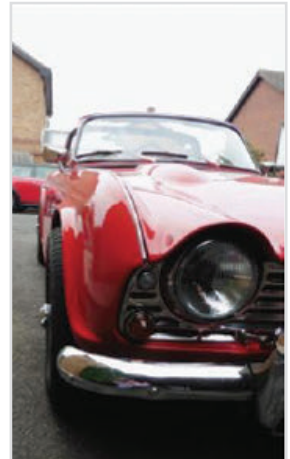
Rear view of
wheel stud
in hub



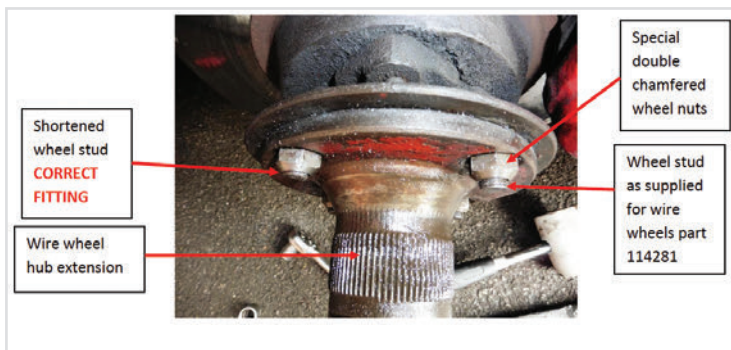
WHEEL STUDS IN POSITION [INNER VIEW]

OUTER VIEW WITH DISC ATTACHED

Now to the possible cause of the wheel nuts working loose. It is critical to ensure that once the special wheel nuts for wire wheel hubs are fully tightened on the studs that there is no excess thread showing beyond the outer edge of the nut. My car shows grooving where the ends of the studs have dug in as the wire wheel spinner is tightened. The risk is a road wheel is not securely tightened!!



EVIDENCE OF WHEEL STUDS DIGGING INTO INNER FACE OF ROAD WHEEL



CAUSE OF THE DAMAGE STUDS ARE TOO LONG!

Front wheels still
extend beyond the
arches
despite losing 5mm
each side!



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2 Girls , a Herald & 500 miles

As many of the Scottish Triumphers may know I spent a fantastic 3 months teaching English in Zaragoza in Spain at the end of 2017. Whilst there I met the delightful and bilingual Hannah who was spending a year abroad studying Spanish and Portuguese and we became firm friends...fast forward a few months and I was forced to leave Hannah behind (I am stifling a sob here!) to continue her studies whilst I returned to my hometown in cold, bleak Scotland. We kept in touch when I got home and after many weeks of communication we decided that Hannah would come to Scotland to visit and

" Hannah and I agreed that 4 nights was enough time for us to complete the route,"

we would complete the **North Coast 500** together in Harriet the Herald. A plan for our time on the North Coast 500 was made, bank accounts were checked and then a more realistic (cheaper) plan was made. As Harriet is devoid of such modern luxuries such as a cigarette lighter or charging socket Hannah and I agreed that our trip would be com-



Hannah & Alyson where? John O' Groats, of course!

pleted armed only with a map and an admittedly questionable sense of direction. Those of you who have read any of my previous articles will remember my mentioning my unpaid mechanic and fellow Triumph enthusiast Colin Miller who together with my partner Ken is often responsible for keeping Harriet on the road. Colin has family along the North Coast

and was due a week's holiday so he very kindly offered to be on hand nearby should Harriet experience any problems with her recent engine rebuild. Colin kindly met Hannah and I at each of our campsites over the course of our trip to give Harriet the once over and to make sure that I hadn't blown up her engine.... again. I would like to take this opportu-

nity to thank you Colin for your hands on assistance and guidance during the course of our trip.

Hannah and I agreed that 4 nights was enough time for us to complete the route, I booked the campsites we had chosen, crammed all of the camping equipment into Harriet's boot...



Chanory Point



Fortrose Bay

I disagree with anyone (Colin Miller) who suggests that an inflatable mattress and curling tongs are not mandatory requirements on a camping trip!

Hannah was collected from the Airport and after she had expressed her appreciation of Harriet, off we both went on our search for food, fun and adventure!

Our first stop was Pitlochry for lunch in a beer garden and a wander round the tourist shops where Hannah commented on how widely available the bottled orange coloured drink appeared to be everywhere (she is from Northern Ireland so I forgive her lack of knowledge

supermarket and Hannah creamated some chicken thighs and pork chops for our dinner on the BBQ. It was cold and windy but the beer was flowing, the food plentiful and the company was good so the Scottish weather paled into insignificance for us.

The following morning we ate our very Scottish breakfast of bacon sandwiches and a can of Irn-Bru, packed up the tent and armed with a flask of Hot Chocolate we went off to Chanory Point in search of Dolphins. After an unsuccessful Dolphin spotting trip we headed for our campsite at John O'Groats, stopping en

towards my cherished Irn-Bru).

From there we continued to Fortrose near Inverness for our overnight in the lovely Fortrose Bay Campsite, Pic we set up camp, visited the local su-

route to marvel at Dunrobin Castle. Whilst we did not pay to go into Dunrobin Castle we did wander around the grounds and take photographs, the castle really does look like it should feature in a children's storybook!

The whole of the North Coast 500 is peppered with photo opportunities and it does therefore take longer to reach ones destination however the scenery en route is truly worth stopping for!

Finally we reached the John O'Groats Campsite and after setting up camp we got our photograph standing beside the iconic sign!

Happy to have ticked another thing off my bucket list we wandered off in search of a hearty pub dinner and some liquid refreshments (and lets be honest a very good chance to charge our mobile phones!).

Read next month's article for an insight into the second half of our trip and what happened when we realised we had booked a hippy campsite by mistake.....

Alyson

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Recon exchange caliper type 16P/16PB	£56.00
Brake pads type 12	£15.00 set
Brake pads type 14	£10.00 set
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Her/Vit Recon steering racks RHD (exchange)	£60.00
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Front shock absorber	£20.00
Herald 3 Syncro (exchange gearbox)	£350.00
Vitesse (exchange gearbox)	£350.00
Fibreglass Gearbox Tunnel Cover	£42.50
Recon Exchange Diff	£350.00
Recon Exchange Diff (NCW&P)	£450.00
Herald recon exchange drive shaft assembly	£225.00
Herald/Vitesse non rotoflex drive shaft	£95.00
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Spark plugs 1200/12.50 (set of 4)	£9.00
Vitesse 2 Litre clutch kit	£80.00
Clutch slave cylinder 13/60	£35.00
Boot catch 611225	£19.50

TR7

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Late type bonnet (double bulge) KXC3822	£350.00
Doors FHC WKC5286 LH	£450.00
Door skins YKC74/75	£80.00
LH rear wing Coupe, original	£400.00
Late type boot lid KXC3854	£180.00
Rear deck assembly convertible WKC4255	£95.00
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Radiator grille R/H convertible WKC3674	£80.00
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Petrol tank	£250.00
Petrol tank sender TKC3408	£35.50
Rear lamp assembly R/H TKC232	£95.00
Recon TR7 (exchange) distributor	£95.00
TR7 distributor cap	£9.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£350.00
Recon steering rack (exchange)	£80.00
Front strut assembly recon (exchange)	£95.00
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
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4 speed differential TKC2619 (exchange)	£350.00
Jackshaft 215207	£225.00
Recon starter motor (exchange)	£87.50
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Recon w/wiper motor (exchange)	£89.50
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STAG

Front suspension leg insert	£35.00
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Track rod end GSJ157	£11.50
Gearbox (exchange) Reconditioned	£400.00
Recon exchange J Type overdrive	£385.00
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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
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£15.50
Viscous fan coupling TKC101	£85.00
Stag Mk II Rostyle wheel trims	£100.00 set

TR6

Front L/H fitch panel 907079/576477	£120.00
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Rear quarter bumper 910158 O.E LH Only	£80.00
Seat belts with sensor wire type	£95.00 pair
Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£65.00
Front trunnion 142377/8	£35.00
Top ball joint GSJ131	£10.00
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Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£56.00
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Door skins	£85.00
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Fibreglass Gearbox Tunnel Cover	£42.50

Recon Exchange Diff	£350.00
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Boot lid 911327	£600.00
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Rear outer wheel arch 909661/2	£112.50
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H/I top seal roof/ door glass 716183/4	£12.00
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Window regulator glazing channel	£75.00
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Water pump 216939/GWP128 (exchange)	£32.50
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GT6

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Dash veneer set Mk III 820073	£160.00
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Recon Steering Rack (exchange)	£60.00
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Gearbox (exchange)	£350.00
Recon exchange D Type O/D	£385.00
Clutch kit	£80.00
Front suspension vertical link	£135.00
Front shock absorbers	£20.00
Track rod ends	£9.50
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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
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1600, Mk 1&2
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Vitesse 2Ltr Mk2 at Fifty

Hello all, well what a hot summer we had this year which gave us all a good opportunity to get our Vitesse out and enjoy driving a true classic in the dry warm weather. I put some miles in my Vitesse going to local events as well as a few distant runs. I am glad to say I didn't have any overheating problems. I guess as we have now moved into the last month of the year most of us have put our classic cars away for the winter, away from the dreaded road salt and damp conditions.

Some fifty years ago October 1968 saw the introduction of the Mk2 Vitesse 2 Litre and by November of that year they were on sale in the showrooms. Looking back at the late 1960's most car manufacturers were beginning to introduce new models in readiness for the coming 1970's. The majority of these new models had a more aggressive style and generally were more powerful. Therefore, Triumph had to both modify and restyle the Vitesse to keep pace with their competitors. Some of the restyling of the Mark2 came from work already applied to the Herald 13/60 by Triumph, which had gone into production, producing a full year before the Mk2 in September 1967.



Pictures 1 & 2 shows the use of slats between the headlights and the removal of the slots

from the headlight surrounds. This gave a more aggressive look to the front of the car than



the previous grill.



Pic.3.

The Triumph lettering was removed from the bonnet and replaced with a badge with black lettering on a silver background stating Vitesse, [Picture 3](#). On the side of the bonnet the 2 Litre badges were replaced with ones stating Mk2, [Picture 4](#). At the rear of the car the Triumph lettering had been removed from the top of boot lid and the Vitesse script was also removed from the rear of the lid boot. A



Pic.4.



Pic.5.

ribbed steel silver painted panel was now fixed to the rear of the boot lid. A Triumph badge was now fitted to the right-hand side of the rear boot lid and a small Vitesse badge was fitted above the reversing light, [Picture 5](#). The final



Pic.6.

change was the use of the Rostyle hubcaps instead of the type jointly used with the Herald, [Picture 6](#).



Pic.7.

The overall effect gave the Mk2 a cleaner look in line with Triumph's other products. The changes to the interior closely follow those that had been applied to the Herald 13/60. The controls had been grouped into a panel inset into the dash, [Picture 7](#). The ashtray had been moved to the top of



Pic.8.

Pic.9.



There were small differences between the 13/60 and the Mk2 Vitesse. That is apart from the instruments. On the Mk2 Vitesse there is a small badge saying "AIR" above the black toggle switch which operates the fan, [Picture 7](#). This is not present on the Herald 13/60. The other difference is the ashtray. On the Mk2, this is bigger than

the dash, [Picture 8](#). The windscreen wipers and washers was now a combined control instead of two separates, [Picture 9](#). Also changes were made to the Tachometer



Pic.11.



Pic.10.

where the red section was reduced, [Picture 10](#). The rear panels had been restyled to give greater width for the passengers, [Picture 11](#).

that fitted to the Herald. Maybe Vitesse owners smoked more - was this the stress of the extra power?!

Under the bonnet the engine had been re-worked using the new full length cylinder head, [Picture 12](#), developed for the TR5, plus a camshaft was fitted with more overlap and lift. Both these changes in-

creased the breathing, as a result the exhaust system was changed to a larger bore pipe and a single large rear silencer box. These changes



Pic.12.

importance the Herald and Vitesse 2 Litre Mk2 represent the last of a breed of mass produced cars with a separate chassis in the UK.

Though the 1600 Vitesse was originally designed for the high-performance sports saloon slot, it largely found its place in the small quality car market. The fitting of a 4 cylinder engine gave it the refinement no other mass-produced car of that size could match at that time and it gave a very credible above-average performance. But it was not just speed or performance with all Vitesse models, its more

increased the power from 95BHP to 104BHP. The Vitesse would now top the magic 100 MPH. An important factor in the 1960's.

To handle the potential of the high speeds the rear suspension had now been re-designed to reduce the camber changes present on the 1600 and 2 Litre Vitesse. The changes involved the use of a lower wishbone and a Rotoflex rubber coupler between the rear driveshafts.

The Vitesse 2 Litre MK2 remained in production until May

1971. Its replacement didn't appear until a year later in 1972 and an old Triumph name was again resurrected as it was called Dolomite. At that stage it was the only Dolomite model. However, after few years a range of Dolomite's appeared and the original became the 1850HL model. The Dolomite was never produced in Convertible form and as a result both the Herald and the Vitesse were the last small four seat Convertible models produced by Triumph. Of even greater

about the style and feel of the car when you drove it or were a passenger, as it has the feel of a car produced by a small volume quality car manufacturer. We should thank the late Harry Webster, Triumph's chief engineer, for his idea of producing the Vitesse, a car with so many outstanding features, which even today in 2018 still appeals to many discerning people.

That's it for this month.

*Safe Driving & Keep Running
On All Six*

Dave



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Taking my own Advice

Hello. As always, hope you and yours are well. Well, where to start? On a personal note, my car on the front cover of the Courier again!! Thanks to Bernie and the team as always for the efforts and time that goes into the Courier. I should also mention, I don't receive any preferential treatment for my car to be picked! You are more than welcome to send in your pictures of your Triumph to Bernie. Bear in mind its needs to try and be able to use in the relevant months, ie snow in winter, etc, but interesting is the key! The picture I took that made it was of the 2000 on a strangely spooky evening, with that misty fog and moon coming through the clouds. I believe I had been doing something very rock and roll like taking the recycling out, and I looked across, and

" Taking my own advice, I took my saloon to the last classic car meet at a local pub"

thought, that would make a good picture. It's rare I don't have my phone with me, and although I do have good quality cameras, for the majority of pictures I take, the phone is as good (Samsung S8 plus) with



12million pixels is hard to beat!

I say this with the request of more images of your saloon to be sent in please! Pictures are great, but even better with a short story of your car, funny or sad, recent or a long time in the

past, it's all relevant to our cars.

Taking my own advice, I took my saloon to the last classic car meet at a local pub which has a USA/ pre 1980s car night. It was a shame as it was quite wet, but in fairness, lots of people still



S.O.E. Car of Show

attended. You may recall seeing the image of my salon with two its large American cousins to show the sheer size difference! Nice to see the SOE Car of the show, the Mk1 2000 estate car, so I presume Adam was around, Pic 2. but sorry didn't see you! South Bucks member Dan James in his Stag also in attendance. I add this as for the times I get' isn't that a Stag..!! The main road was closed so we relayed yet again on the phone, this time for its Google maps ability! There are old roads that run from the pub back to my home, but they are somewhat similar to a tarmac specialist rally stage, so the 2000 was having great fun, with the sports exhaust coughing and spitting on overrun as normal, giving the wildlife a bit of a startle!

The Sunday after was one of the last big outdoor shows at Croxley green. Its shared with the local steam fair and attractions. By steam fair, I mean the travelling circus type, with 1950s Scammels still being used.

The trick is to arrive early otherwise you end up being parked very close to the loud sounds of the entertainment.

Despite of best efforts, we arrived late, and indeed, were placed within feet of two different sound systems! So, after a good look round, we decided to make a move home. Note for next year – leave earlier!!

So, that pretty much ends the show season for us. I now start to keep a careful eye on the weather, as I do like to take the car out every two or three weeks if possible. In my experience, this keeps everything working, runs electricity through the components to stop the moisture build up and shorting



/ blowing fuses. I also like to use the fuel, and not keep too much in as it goes off so fast, maybe with the amount of ethanol nowadays. Hopefully by the time you read this it will have one more coat of wax, as my car does sit outside on the drive! It's in the planning stage to see what we need to try and enlarge the garage to put it in, but the previous owners of the house and changed things with an extension, so it's a back burner issue..

Speaking of projects, I have been surprised recently how many 2000 saloon and estates have been coming up on Ebay. I generally keep a look, as I do receive the occasional 'I'm looking for' type question, so like to have an idea of what is around and costs, which, as we know can range dramatically. One that caught my eye last month was a South African import 2500 S.

It was quite an unusual colour and the badging was quite different too. It seemed very pop-

ular and was nearly £5,000 when I saw it last. Still, they mostly make a good amount and the interest is out there still. I understand from 'sources' that the RBR had several 2000s in attendance again this year!

For a bit more reading on the history of the saloon, I was sent this and it makes interesting reading. Just the thing with a cup of tea or coffee..!

Standard-Triumph had started working on their new car in 1957, and concentrated on it as a replacement for the uninspiring Vanguard Mark III – a car that was underperforming badly on the marketplace. The new car, codenamed "Zebu" was intended to eradicate the image of staidness that overshadowed Standard's current model range. A new six-cylinder engine was conceived (Harry Webster believed that "big fours" were not smooth enough), and an advanced body style was soon sketched out. Funding for the new Zebu (as well as "Zobo" – the Her-

ald, as it would become) was gained when Standard-Triumph sold their profitable tractor making subsidiary for £14,900,000 in July 1959 to Massey-Ferguson, the Canadian tractor group.

This included Standard's holding in Societe Standard-Hotchkiss, the French tractor firm. The deal involved the sale of the tractor assets for £14,900,000. When other items had been taken into account the Standard company's cash resources would be increased by £12,500,000. The existing arrangements between Standard and Massey-Ferguson for the manufacture of tractors would be gradually terminated, but complete disengagement would not be effected until 1 May 1961. Until that date the Standard group could not sell tractors. In theory the deal released funds for the new Zebu as well as 'Zobo' - the Herald, as it would become. However Standard Triumph also decided to spend some of their windfall on expansion.

The directors of Standard's had decided that all the group manufacturing and trading activities should be carried out through subsidiary companies, leaving Standard's as a holding company. It was intended therefore, to change the name of the group to Standard-Triumph International. Ltd., while the newly formed car subsidiary would retain the name of the Standard Motor Company. Proposals to give effect to the arrangements were approved by stockholders on 28 August.

Marshal of the RAF Lord Tedder, the chairman of the company and General Eisenhower's wartime deputy, said it was felt

that the sale of the tractor business was both rational and equitable to everyone concerned. He added that during the past 50 years the meaning of the word Standard had changed until, in America today, it just meant 'ordinary'.

'People there asked where was the de luxe. We are up against the problem of international publicity whereby we are having to use the name Standard in Britain and Standard-Triumph in other parts of the world,' he said.

No question about it - Zebu needed to look startling and herald (no pun intended) a new and confident direction for the company. The team behind Zebu - Harry Webster and Giovanni Michelotti - overseen by Alick Dick would engineer a complete transformation of Standard-Triumph's fortunes, bringing the latter marque name to the fore.

On 28 September Standard-Triumph International (STI) became the holding and policy making company for the group with a board of directors comprising Lord Tedder, chairman, Alick Dick, managing director, Mr K. Aspland, Mr E. Brimelow, Mr Martin J. Tustin, Mr H. S. Weale, Mr M. Whitfield, and Mr Les Woodall, directors. The directors of Standard-Triumph International announced on 22 December that agreement in principle had been reached with Hall Engineering (Holdings) with a view to acquiring the motor car body building and die-making sides of their business.

This would involve a cost of some £2m. A statement issued by the company said factories at Speke (Liverpool), Dunstable and Basildon, in Essex were involved. The Speke factory was engaged on the production of body panels for the Triumph Herald announced earlier that year.

It was announced only the previous week that Standard-Triumph were having talks with Alford Newton of Hemel Hempstead with a view to Standard-Triumph taking over that company. So ended 1959, a year in which Standard-Triumph International, having failed to merge with Rover, liquidated its tractor assets in order to fund further expansion. The new Herald was selling well, but it was also a year in which the British car industry was blighted with a never ending series of labour disputes.

More Standard-Triumph International expansion was announced at Speke, Liverpool on 9 February 1960, with the Group proposing to spend £11m. on new works on Merseyside. The scheme, part of an £18m. expansion, embraced a three-year plan under which 4500 would be employed at Speke. By 22 February the deal to buy Alford Newton, for £500,000 had been accepted by all the Ordinary shareholders.

The construction of the new Standard-Triumph International factory at Speke began on 31 March with Alick Dick behind the controls of a mechanical digger. Meanwhile, while the management were spending the windfall from the tractor sale, Harry Webster and his team pressed on with development of Zebu.

As always, take care.

Carl

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Fax No.

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

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Model	Reg Number	Body Type	Engine Size	Tick if LH Drive	Manual / Auto	Year of Manufacture	Recorded Mileage at date of submission	Date of purchase	Purchase Price

Conditions - CONCOURS, A1+, A1, A2, A3 (must be completed)

Body	Paintwork	Chrome fittings	Chassis / Underbody	Interior	Engine	Transmission	Electrical equipment	Estimated Value of Vehicle

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

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 roadworthy condition and be capable of satisfying an MoT Test requirement.

NOTE: This certificate will NOT be TSSC Backed unless insurance is with a TSSC Panel Member

Provided the details and member's valuation are in order, a file will be opened. If the Club Car has been over or under valued by the member, a more realistic value will be set and you will be advised accordingly. In the event of a dispute, the Club value may request more information or a personal inspection.

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TSSC INSURANCE - CAR VALUES

MODEL	BODY	PROD	CC/CyIs	Concours	A1+	A1	A2	Project
Herald 948 & S	saloon	1959-61	948/4	8000	6000	3800	2500	1200
	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)

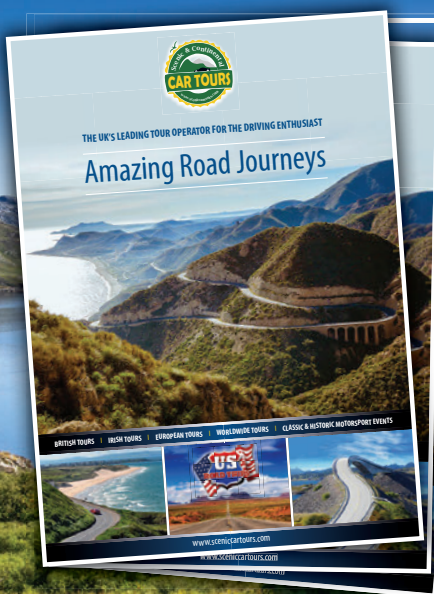
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Worth a Bid?

My legendary surfing skill has led me to the red Gentry, STN81F, which is in the catalogue for the sale at Anglia Car Auctions in Kings Lynn on 3rd November. It's title, **"1968 TRIUMPH HERALD BASED GENTRY KIT CAR"**. Usually when a classic car is up for auction we get a comprehensive description of its history, to give provenance; here's what ACA tells us about this Gentry, *"Registered in 1998 with two owners since, the last recorded from 2017. The MOT history covers only 2008 and 2017. Mileage recorded at 19,638."* Yes, that's it. Could be a very short article if I can't find out some more about this car. Googling all the key words I could think of came back with nothing, other than the same auction page. I then put the reg number into the DVLA vehicle database – the make is "Triumph Gentry", date of first registration is January 1998, year of manufacturer is 1968 and engine capacity is 1250cc. The car is not taxed, but it is SORNed.

Some interesting points here: why do we have a 1998 first registration date for a car built



in 1968? Sometimes a kit car can be registered as a new car, but then you would expect to see it issued with either a Q or age-related registration number – this Gentry still has its 1968 number. The auction catalogue does give the VIN, which is a modern 17-digit one, not a Herald one.

"what's this car got to do with the MG car company?"

We can probably deduce from this that the build was completed in 1998.

An engine capacity of 1250cc is odd. Of course the original MG TF from the Fifties had an engine capacity of 1250cc – but

the engine shown in one of the catalogue photos is clearly Triumph, either 1300 or 1500. I don't know whether or not that with a 1998 registration this Gentry is exempt from road tax; I suppose the fact that it is SORNed suggests it is not – if the tax was free you wouldn't bother to SORN it, would you. Though I recall, when the 25-year exemption was first introduced, it was established that the 25 years ran from build date and not registration date. Next I put "STN81F" into the DVSA web site, where you can see a vehicle's MOT history. Here the car is called a "MG Gentry" – goodness knows how this has happened, what's this car got to do with the MG car company?



ing". Did the registration plate fall off on the way to the MOT?

Some mechanic must have put in some hours, as it was given a MOT the following day, with just this advisory, "rubber fuel line fitted from rear to front close to exhaust with no heat shield." That advisory confirms in my mind what I've always said, my engineering standards are higher than the Department of Transport's – I

At the time I write the car is out of MOT, its last one expired in March 2018. If the conversion from Herald to Gentry did happen in 1998 the car would not be exempt from MOT until 2028, as I understand the current VHI (Vehicles of Historic Interest) rules. Interestingly this car has record of just two MOTs on the web site, one in 2017 and one in 2008, a fact that is alluded to in the auction catalogue. This is strange, isn't it? Some other things catch my eye: the recorded mileage in 2008 is 19,640 and in 2017 it is 19,638. Of course, the value of the reading on the milometer, to a prospective buyer, is even less for a kit car than other cars, but you wouldn't expect it to go backwards.

In March 2017 the car seems to have passed the MOT first time, with no advisories. Not

so for the MOT on 28th February 2008 – it failed on seven points, including one that makes me laugh, "Front registration plate missing (6.3.1a)". That's better than the reason

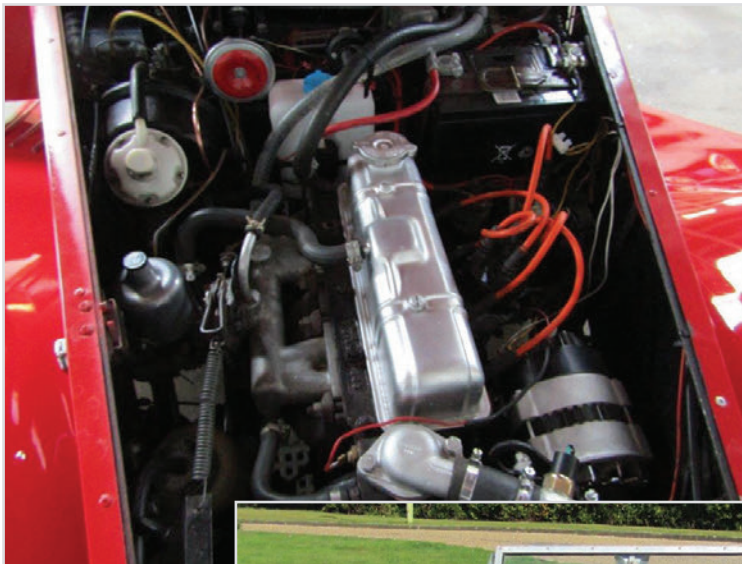
would not fit a long length of rubber fuel pipe anywhere on any of my Triumph cars.

That is really all I can find out about this Gentry; all we have left are the photos in the auc-



for failure on another kit car that I told you about a few months ago, "Headlamp miss-

tion catalogue. I have to say, it looks properly pukka, in all departments. It seems to be well



more about its history. I would have to get close and personal with it, and I would kick the tyres, all five of them, very, very hard.

Yes, quite a short piece this month; you know what's coming... please send me pictures of and a few words about your own Triumph-connected kit car or special, or any such car you've come across.

Trevor

trimmed and have a quality fabric hood and sidescreens – two areas that often let down a home-built car. Potentially well worth the pre-auction estimate of 4,000 to 5,000 pounds.

Though, if I were thinking about buying it I would, in light of those few oddities in its government data, want to find out



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It'll be Cold, so Cold . . .

There's a very very old song called 'Summer is a-coming' which dates from the 13th century and celebrates the end of winter; it's interesting to note that there isn't an equivalent 'Winter is a-coming' presumably as they didn't drive Heralds and therefore didn't have to prepare for the cold weather.

"This is proof that winter has been around for hundreds of years, yet some of us are still woefully unprepared."

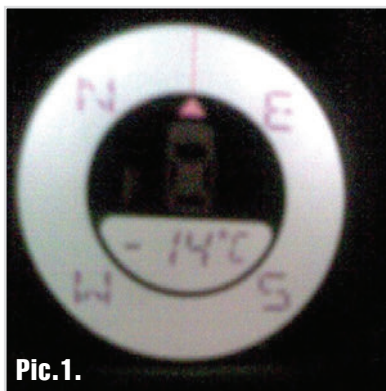
Many of us are overly concerned with engine cooling – especially in 6 cylinder engines – but not so much with engine heating; consequently we fit all sorts of devices – full width radiators, radiator cowls, bonnet louvres, bigger fans and oil coolers to help remove excess heat, and then never think of the effect these have on the engine in colder weather when it struggles to reach normal temperature due to overcooling.

If an engine runs too cold, the petrol will not atomise properly and create the proper mixture for ignition, and needs to be richer, hence the choke for cold-start enrichment. Too

much petrol however will wash oil off the bores and remove the engine's lubrication, so accelerating engine wear. This is why warming a car on your drive, before getting into it, is actually doing more harm than good – it will warm up much more quickly when being driven, and in addition, some low-life will probably jump in as he walks past and get a free ride to the bookies. Spray defroster for the outside (not the horrible stuff that smells of onions) and a good demister pad for the inside will help you see where you're going until the heater screen vents take over.

The aim is to get your engine to optimum operating temperature as soon as possible, and keep it there. Once your engine has started, get the choke in from the 'fully rich' position to halfway as soon as possible; this keeps the engine revs up but weakens the fuel mixture. With the price of petrol these days it pays too.

The important thing is to make sure a) the engine is at the proper temperature, and b) the occupants are too. We had a heatwave during the summer; no doubt many of us are going to wonder where it went in the coming months. There was a lot of debate and comment



about cars running roughly, and stalling in extreme heat; it's funny but you rarely see the same queries about cars running roughly in extreme cold – and yes we do get it here, as the temperature gauge photo shows, taken on my mobile in Katesbridge Co. Down, which saw temperatures of -15 degrees last Winter. (pic1)

It was a standard part of the service regime for Heralds to change the thermostat to suit the season; a cooler thermostat helped water circulate more easily in hot weather by opening earlier, but how many of us realise the effect this has on a cold car in cold weather, when it's constantly struggling to reach normal temperature? Check yours sometime, if you haven't recently – it's only two bolts and while it may cost you a replacement gasket it can pay for itself in better running and reduced engine wear. The ther-

mostat is marked with the operating temperature either around the rim or on the bot-

tom; those 6 degrees may not seem like much, but your engine will appreciate it in the colder weather with better running and fuel economy. I don't think I'll ever require the 74 or 92 degree versions from my spares pile.

I mentioned Herald radiator blinds a few months ago, which blank off

same car that drove the roads in the 1960s, and global warming notwithstanding the winter is the same cold environment that it was then, so if they were necessary in those days, they're necessary now. Even a piece of cardboard, secured with cable ties over 50% of the grille, can help your Herald stay warm. Enough icy cold air will get into the engine bay to remove any worry about overheating.

For the interior, make sure that your screen vents are actually attached to the heater – pipes can fall off, and are easily secured with a smear of silicone



Pic.2.

tom (pic2); 76 is for warmer weather as it will open at a lower temperature, 82 is a kind-of all-rounder, and 88 is for those extremely cold spells that

part of the radiator to prevent



Pic.4.



Pic.3.

we seem to be getting more of these years and allows the engine to build up more heat before it starts to circulate. If you're running an 82, you might still wish to try the higher spec 88 version when the frost

hits; those 6 degrees may not seem like much, but your engine will appreciate it in the colder weather with better running and fuel economy. I don't think I'll ever require the 74 or 92 degree versions from my spares pile. I mentioned Herald radiator blinds a few months ago, which blank off the front grille (pic3). You may think that no-one uses things like that any more, or they're obsolete, but remember – your car is the

sealer or a cable tie – and that the vents are clear. Some recovered dashboards have been known to block the screen vents and in at least one of my Heralds I had to take a scalpel to the material and shave the outline of the newly-fitted vent to give it optimum ventilation (pic4). Make sure at the very least that the blower pipework and end vents line up with the actual dashboard trims - two screws loosen them for adjustment. If your blower motor is struggling I'm informed that a Nissan Micra blower is almost a straight fit and much more efficient; it does require slight enlargement of the heater-box aperture but is a simple two-

wire fitting and shouldn't cost more than a tenner. I'll confirm this on my next visit to the scrappy, but I'm told it's a Bosch motor from 1992 – 2002 and I have a £7 model ready for collection ([pic5](#)), so expect an article on the modification in the future if it hasn't already been covered somewhere else.

As the heater is often clogged, or the valve stuck, due to being permanently turned off in the hot summer months, it usually lets you down once the cold weather begins. Disconnecting one of the heater pipes and flushing with a hose often works wonders. If the matrix is clear but the valve defective, you can bypass the valve completely to leave the heater permanently on, however this will starve the engine of much-needed hot water on startup, so the next best thing is an alternative and probably more efficient valve.

Something like this VW Polo version ([pic6](#)), which just inserts into any of the hoses and is a simple cable-operated open / close lever will do the job and is easily removed for the next show season. Again, less than a tenner from the breakers.

I was clearing out my mother's house recently; at 91 she's had to move into residential accommodation and so costs me a fortune in coffee and scones every time I visit her, and in the process I found some lovely rugs and blankets that at one time were standard fitment in the rear seats of our cars ([pic7](#)). The front seat passengers got the heat; the rear seat passengers had to make their own arrangements or rely on the driver to supply the necessary. You never quite realise how inadequate the thin carpet and even thinner steel is in a Herald until you've travelled in the rear seat, or without a heater, on a cold night. I wonder how difficult it would be to route hot air pipes to the rear... now there's a project for the long dark nights. It might just be easier to route the exhaust pipe through the interior... Off to the garage I go for a spot of headscratching.... see you next month!

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Full steel ahead
Matt's project TR6 involves a welding machine

LEFT: Restore rifle-bolt precision to your gearchange.

BELOW: TR6 sill replacement pushes Matt George to the limit

As if to prove it

Just after I sent the October article to Bernard an item appeared on Facebook illustrating what I had just written about. One of our 13/60 owning members had found the two rubber joiners on the fuel pipe under the car. (Photo 1). They were almost definitely original and it's a miracle they have lasted this long – 50 years!. Needless to say they have now been replaced. When originally built, these hoses did not have clips to hold them on either. PLEASE check yours and replace with R9 or R14 plus hose clips.

More on old pipes

The other VIPs (Very Important Pipes) on our cars are in the braking system. The original ones are a plated steel product that will corrode over time, once the plating has been breached. That means that at certain points they become thinner and therefore weaker,

**"so may not
withstand the
pressure when you
stamp hard on the
brakes."**

At best they may start leaking but are more likely to actual fail

under heavy braking.

I installed copper pipes on my Herald many years ago and they are still fine, but nowadays there is a better material available that is an alloy of 90% copper and 10% nickel, often referred to as cunifer (or kunifer). Cunifer pipes are slightly stiffer to form than pure copper but don't work-harden when bent and offer a higher pressure limit. Copper pipes have been known to fracture if they are in a position where



Pic 1. Horror story

and form the end connections so are not really a DIY proposition. =



Pic.2. Crusty & Rusty

they can vibrate due to the aforementioned work-hardening and they are actually banned in some countries. Cunifer pipes do not appear to exhibit this property. Better still are stainless steel pipes but they are much harder to shape

Cunifer pipe sets for Heralds are available from Automec, Canley Classics and James Paddock. Note that Paddocks make cunifer sets to order although they only show copper

sets on their website. It is certainly worth contacting them to get a price. I have just bought a set from JP for my Stag so that I can renew the entire braking system as some of the less visible original pipes are starting to look a little crusty and rusty. All the rubber parts, discs, pads and shoes will be replaced as well and I will refill with DOT5 Silicone fluid. A nice little autumn project that is underway as I write.



Pic.3. Spotted in the nick of time

If you buy one of these pipe kits from any supplier, do check each pipe closely. I noticed a very small nick near the end of one that had obviously been caught on a sharp edge of the forming tool. This would weaken the pipe and Paddocks replaced it immediately. Also, I note that the pipes they use come from Dorset Tubing who also, I believe, supplies Automec so it's good quality material. The much lower price from JP was very palatable!

Brake Servo Fitment

I have been asked on more than one occasion about fitting an indirect brake servo to a Herald as there is no obvious place to fit one. Most solutions have them on the right hand side in front of the master cylinders, either facing forwards or sideways. Another that I saw recently on a Vitesse has it on the left hand side, as shown in photos 4 and 5. Amazingly, with careful measurement, there is just room. I have seen another in more or less this position



Pic.4. & 5. Possible Servo position

but it had involved rotating the battery by 90 degrees as well, which I thought was a step too far.



Pic.5.

Steering Wheel Refurb

My September project was the refurbishment of the 14 inch Moto-Lita steering wheel on my 13/60. While it was off the car I have been driving it with the original 16 inch wheel in place and, although it is authentic and makes the steering quite light, it is way too large for my liking. The Moto-Lita had been refurbished before by a previous owner but the finish was quite poor. A stained varnish had been used that gave a rather muddy look, especially over the metal rivets



Fig.6. Wheely Nice!

and edge. So I carefully rubbed it all back to naked wood and metal and then revarnished it using several coats of a clear outdoor varnish that seems to have done the trick. It may not be concours but it's far better than before.

A Fruity Finish

When choosing strawberries recently, I had no qualms in choosing the variety shown in photo 7. Wouldn't you?

Thank you Messrs Drummond and Morrison.

The promised words on LED lighting will, I hope, appear next month as I've got just a little bit more research to do.

Happy Motoring & Keep Running On All Four. (With apologies to Dave Rumens.)

Phil



Fig.7. A fruity Triumph?



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Spitfire Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org

A Pictorial Review of 2018

Sitting here with cold toes, wearing a jumper and debating lighting a fire, I've been looking back through photos we've taken over the past year. These included the garden a foot deep in snow in March when the 'beast from the east' visited Wiltshire in March through some scorching hot events through the summer [Pics: Milton Lilbourne Fete], a

The "Beast" visits!



Milton Lilbourne fete



"I've been looking back through photos taken over the past year"

welcome break on our narrow-boat 'Still Waters' and then a great few days in France in early September with several friends from Gloucester Area - where Richard Dredge found himself a special present at an automobile shop (if needed for clarity)) opposite a café which the group had chosen at random for lunch.



Popham



"Still Waters"

ber, we were there jumbling but met up again with some of the Gloucester crowd, Jane in her early Spitfire4 and Albert in his Mk3. (Look out next year for some articles featuring this car which Albert has owned for many years.)

Following up on a recent article when Giorgio in Italy was asking about what the original colours of the rocker cover and air filter boxes would have been on his 1968 Spitfire I've received more information from **Mike Hadley**.

"Re your article in this months (September) Courier Mag, I bought a new Mk3 Spitfire in July 1968 (F reg) and as you can see from the picture it came with a bronze painted rocker cover. It also had a metal 4bladed cooling fan painted yellow, but I replaced it with a Wood-Jeffries electric fan. Hope this helps Giorgio!

By the way the engine block was matt black.

I've scanned my photos, apart from the engine I've included one of the cockpit. Smiths aux-



Richard's Present



Jane & Albert

Our last outdoor event was at the Cotswolds Airport Revival Festival at the end of Septem-



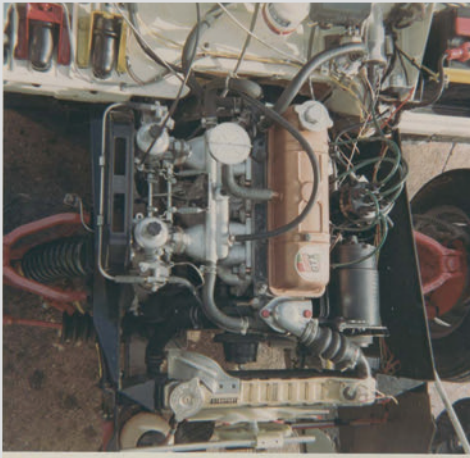
overdrive fitted."

Checking on the DVLA website, although the car still shows up on their database, it was last taxed in 1982 so, unfortunately, I think there's a reasonably high chance the car no longer exists as an entire vehicle – unless someone knows better.

In a similar vein, I've been asked by Richard Easteal if I know anything about his old Mk3, PLE 334E. As with the previous car this one has not been taxed since 1994 although Richard owned it after that and sold it in 2002. Does anyone know that car's whereabouts?

And finally, when we were at the Plum Festival car show in Pershore on August Bank holiday Monday we were staying with Guy's brother, just across the road from the Abbey.

He had to pop out early in the morning to the local tip and on his return, commented something along the lines of – **"it's not often you drive along the high street and see a whole string of VW Beetles and**



Devon) to be undersealed. The Reg no was AXF700F and was one of the first cars to be registered with the newly formed Torbay Council, I kept it for two years before trading it in for a new MkIV (which I still own!) the last time I saw it on the road was about a year after

iliary gauges were all the rage, I fitted six additional dials, ammeter, battery condition, outside air temp, on the passenger

I sold it, going from Cornwall into Devon at the Tamar Bridge, there was quite a lot of blue smoke as it pulled away so maybe I got rid of it at the right time, I believe it ended up in the Saltash area of Cornwall and is now painted Red.

The MkIII was a lovely car to drive, having removed the heavy metal cooling fan



side and vacuum, oil pressure, oil temp in front of the driver!

When the side profile was taken I had had the car two days, I later took it back to the garage (Babbacombe & South

(they reckon it frees up almost 10bhp from the engine) the acceleration was amazing, in my opinion it's also the prettiest Spitfire, my only regret was not having



buses heading towards you – followed by a shed!"

We weren't too sure what he meant until we found the 'shed'!!

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

Kept in The Family since '67

It's always nice to have an article supplied by a fellow GT6 owner that I can publish in my column, keeps it interesting rather than you having to read my usual ramblings and also means I don't have to think of a subject for an article!

This month is a story from **Neil Smith** from Buckle, Moray in Scotland about his GT6 which has a known family history all the way back to 1967.

Thanks Neil!

Neil Smith's GT6 Mk1
Keeping it in the family



**Neil aged 7 with the GT6
 outside his old house
 in 1971**



**Tom with the GT6 outside Elles Army Barracks,
 Aldershot in 1968**

Back in December 2011 my Uncle John Murray died at the age of 93. When his Daughter, my cousin Margo and Her Husband Tom came up to Scotland

from their home in London for the funeral it was the first time I had met the couple in 35 years.

At the meeting I took along

some photo's, one of which showed, myself age 7 in 1971 with their GT6 Mk1. I was amazed when they told me that they then told me that they still had the car in the garage at their London home although it had not been run for many years. Because of the car's registration it was fondly known in the family as "**Little Red Kitty**".

The car was purchased by Tom in March 1967 who at the time was serving in the parachute regiment based in Aldershot (Andy Cook – Aldershot is only about 3 miles from where I live!). It was appropriate that Tom would purchase a sports car as he was a keen fol-



Neil with the GT6 outside his old house in August 2018 (47 years later!)

lower of motorsport. As a member of the British Racing Club, the case with families that live so far from each other it would



The GT6 in the early 90s, outside Princess Alexandra's house in Richmond Park while Tom was on Royalty protection duties.

and Sports Car Club (BRSCC) he would often race his Lander R6 around Brands Hatch.

After leaving the Army Tom joined his wife in a career in the Metropolitan Police.

My own first memories of the Triumph go back to the early 1970s when it would come North to visit family members in Buckle but sadly as is often



Neil's friend Elphin's daughter Emma with the GT6 August 2018

take the sad passing of my uncle for us to meet again.

Having now kept in regular contact with them I asked them

that if they ever decided to part with the GT6 could they give me first refusal. They both agreed to keep it in the family. True to their word after owning the car for 50 years I purchased it and it arrived in my home in Buckle in April 2017. I must pay thanks to my Friend Susan Rasmussen who put me in touch with a Philip Brown of company Super 23 who were able to transport the car from London to Buckle.

The car was in good condition but as it had not been run for many years I entrusted a local company Moray Retro Classics run by Iain Hutcheon with getting her ready for the road again. On Saturday July 7th This year I got to drive the GT6 for the first time and it was a really great feeling.

I would also like to thank my friend Elphin O'Rourke for her work on the car's interior and for re-igniting my love of cars.

I couldn't end this story with-

out paying special thanks to Tom and Margo for giving me the opportunity to own such a Classic vehicle.



Neil's GT6 in August 2018

been about 3 years since I last managed to get along to the event so it was good to be back and there were plenty of GT6s to look at.



Brian Pringle's unmistakable Lightning' McQueen inspired GT6/Spitfire Hybrid



Neil's GT6 parked next to his friend Hugh Cormack's '56 Hillman Mix that was used by Miranda Hart in TV's "Call the midwife."



Paul Gulliver's Mimosa MK3

Picture of Neil's GT6 drawn by Fae Clarke



Chris Hollingsworth's Mk3

GT6s Out and About Duxford

I managed to get along to one of my favourite TSSC events back in September, the Duxford Triumph Show, organised by Pete Lewis and the TSSC Herts & Beds team. It's



Daniel Eglinton's Carmine Mk3



My Saffron Mk3 with the Sally B B17 Flying Fortress in the background



Another Saffron MK3



Two more MK3s



and Two MK1s

Round Britain Run Drivers Meet



Roy Lacey's 2.5 MK1 next to Tim Ward's 2.5 efi Mk3 at Gaydon.

I went along to the Round Britain Run Drivers Meet at Gaydon, a very wet day but that didn't deter Roy Lacey and Tim Ward taking their modified GT6s along, both are entered in the run this year.

From the Archives

I hope that Roy and Tim had a good run, this is how my GT6 ended up the last time I used



My GT6 being recovered from John O'Groats with a broken rear suspension tie rod due to damage sustained avoiding a big antlered Stag that ran out on us in the highlands.

it for the Round Britain Run in 2010 and I wouldn't wish that on any GT6 entrant!

This year I've entered again in my other Triumph, the "Flying Log" Dolomite for the 4th time. Mainly because we can use

a team of 3! One day I'll return in the GT6 no doubt.

Andy



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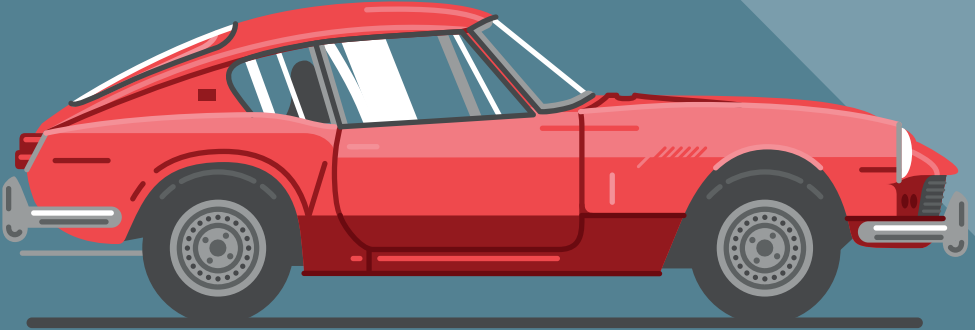
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BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

An Eventful Month

Well quite an eventful month from a personal Bond front, we took the 2 litre convertible to join the **Gloucester Area Camping trip to Brittany**, leaving early on Thursday morning to catch the 8.15am ferry to Caen, arriving at 3pm then driving about 4 hours to a small village called Gouarac, got the tents up, and managed to persuade the local restaurant to stay open – which served both them and us well. An excellent

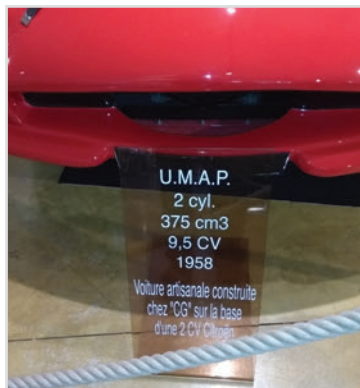


meal at a local restaurant – 2 hours for lunch – much more civilised than dashing into McDonalds etc.

"On Friday we met the 'Interesting Car Club' a mixed Anglo French Club, who organised a run out "

On **Saturday** we went to Manoir de l'Automobile, a car museum at Loheac a couple of hours away from the campsite – lots of French Cars and Grand Prix Cars – one car that caught





my eye was the UMAP which does have a bit of a 2+2 look.

service there - almost uniquely

for a great time.



Sunday was a day to ourselves so managed to enjoy a French Lunch and visit the Resistance Museum at Etain-Neuf – very brave people.

On **Monday** we drove back up to Caen and met at the Café Gondrée adjacent to Pegasus Bridge – the first building in France to be liberated. We had a different experience of French

you had to order at the bar rather than the waitress coming to you – it took some time to realise that - and even then service was rather slow. From there we went to catch the Ferry and back to Portsmouth, getting home at 11.30 in the evening after five days and over 800 miles. A great short holiday and thanks for Jane and the others

One thing I had noticed on the French trip was that the car was a bit sluggish and also did not want to go over 70 mph, most of this year it has been attached to the Caravan, so it had not been apparent. Anyway after we got home I started to go through various things to find the fault, plugs leads etc changed but no improvement; checked tappets - all good, no recession, compression good but still not right. I was then scratching my head, and for some reason lifted the throttle and, looking at the front carb, I saw it did not open until the linkage had done a quarter turn – bingo! Now I had the cause. I am surprised how well the car had been running with only the rear carb opening and the front one on idle. I reset the linkage, and then remembered that when I started the car this spring, the front carb was partly seized and had to be worked to free it – I think at that stage the coupling on the linkage had slipped somewhat.

The following weekend I joined **Bob Buckby** from the Bond Owners Club at the Milton Keynes Museum where he



had a Bond and local car club stand. HE had both of his Bonds there and we were joined by **Paul and Jayne Grogan** and the other nice red convertible which was there last year – sorry, still didn't get the owner's name, will try to get it next year! It was very nice to have a Bond Chat. There was also a nice Spitfire –



shame Suzie wasn't there to see it – with an eye-catching fibreglass body shell and bonnet, the latter utilising one of the Bond/Triumph 2000 bonnet

scoop trims. (I still have a few left of these at £70 each with £5 UK p&p).

The next outing was in the 2+2 to a local pub and the overdrive started to cut in and out every few

seconds – back to having over-drive problems –

BEEEEEEEEEEEEEEEEEEEP!

I thought I had sorted this in the spring, but of course now that it is getting cooler and a roof is useful if the car is playing up.

A day or so later I took the gearbox tunnel out, and checked that the solenoid was holding in, which it was so I started scratching my head again – it's getting sore! I tried running the car with the rear wheels jacked up – and when in overdrive I could hear the solenoid dropping in and out – and carefully putting my hand on the mechanism I could feel it dropping in and out – so I checked that the electrical supply was constant, it was, so replaced the solenoid and we seem to be back in business – a relief to say the least!

Guy

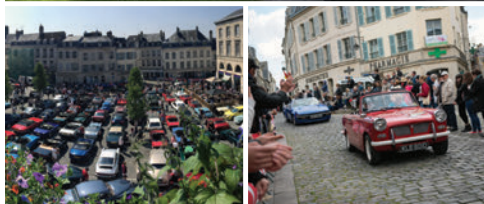


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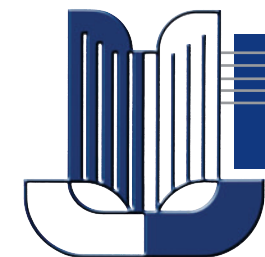
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Duxford All Triumph Day 2018

by Peter Lewis - Herts & Beds AO

Well we wanted to do something special for the 25th All Triumph Day at Duxford IWM organised by the Herts and Beds Area but as usual we just don't get enough funding from this event to do anything 'extra' if fact we collect a £1 for funds from the ticket sales and gain a bit from food donations and people are very generous for the 'not a raffle' raffle (we are not allowed to hold any raffle or money taking schemes) this all constrains the ideas of grandeur but we had 110 cars

and 176 members and families attend we made around 200 cuppa's and you consumed 150 rolls, 50 cakes and what have you's. Many thanks for your support, we keep looking

" We had a great day of aircraft buzzing the field many being the Spitfires and Sally B "



for somewhere new, but the draw of all the facilities at Duxford takes some beating, nowhere around gets near the variety of exhibits or allows us to support you on the day for the admission fees we have to pass on to you all.

We had a great day of aircraft buzzing the field and despite the air show marquees being up, there was a good view of the take off's, many being the Spitfires and Sally B, with the continual drone of the Classic Wings Dragon doing passenger flights. Airside was quite busy.

I must add thanks to the team of volunteers who manage the kiosks , parking, raffle sales, and the canteen tent, well done to all of you.

We try to pick 3 cars for a prized (toilet brush holder) flute trophy which represent loved rather than special or concours cars, this gives loved cars a chance to put a trophy on the mantelpiece or hide it in the little room, we decided on 3 worthy winners.

I received a nice email from Graham which made the 1st prize more worthy for his wonderful copy of his dad's Mk1 2000 saloon.

"Dear Peter,

I wish to thank you & your team for all the work you put into making your 25th Duxford gathering a



Graham Shipman

very enjoyable day.

I have attended many over the past 25 years and have always enjoyed them.

This year was made very special when it was announced I had won the 'First Prize Award' for my Triumph 2000. It is really appreciated and means a lot to me and my Father. This was the first time I had managed to get him to have a day out with me since my Mother had passed away 18 months ago and especially special because I had recently restored the 2000 as a replica of the one he owned in the 1960s (which our family have fond memories of).

The attached photos are of me standing next to Father's and then my 2000. They are sepa-

rated by 51 years!

Thanks again and we are looking forward to next year's Triumphs at Duxford.

Best wishes,

Graham Shipman

All the prize winners got a good round of applause.

1. Graham Shipman, Triumph 2000, UUV 881F, pre 1940 motor club Norfolk

2. Andrew Dutton, Spitfire, BTB 536J, TSSC Cambridge

3. Andy Smith, Vitesse, DVV756J, TSSC South Bucks.

The Girls in the tea tent worked tirelessly all day so thanks for that , a few things





Andrew Dutton



Andy Smith

changed at the last minute like the marquees going up on our expected site on Friday, but the

site we used was in fact more compact and welcoming, easy to park up with picnic room etc.

And a big plus we found a water tap on the side of the Gun Butts building right next to us ...you would'nt believe but that is a real bonus in tea making.

Many Thanks to Bern and Martyn for bringing the Club Shop which traded steadily all day with some new members , a goodly few valuations and parts sales. Support from HQ is very necessary to us and your good selves, so Tom proposed a vote of thanks which we were applauded and that only means one thing what the heck do we do for the 26th event , no dates yet we are again in the hands of IWM for available dates.

I know some area's mentioned a clash with other events like the Scarecrow weekend at Lubenham and Goodwood but these were all known and worked around, the Club HQ split supported scarecrows and airplanes, good of them, we all can't be everywhere.

Happy motoring

Pete
and Herts & Beds Team



Silverstone Classic 2018

by Nigel Hawes - Northants AO

Once again, Silverstone Classic proved to be a busy action packed weekend. Whether visiting for just one day or for the whole weekend there was no shortage of entertainment.

Those of us who arrived at Litchlake Farm camping on Thursday afternoon tend to start the party off early with a few drinks and a little socialising. M25 East Area start



things off by reserving our camping area, strategically half way between the toilets and the footbridge that leads to the circuit entrance. To my knowledge there are three campsites available for the Classic, The one that is sold alongside the tickets is Woodlands Camping which I am told has excellent facilities and provides a transport service to and from the campsite for those who have taken their cars back and wish to return for the evening entertainment. Whittlebury Hall has no transport service and is quite a walk across a couple of fields it also requires a bit of a drive to get to and from the circuit entrance. Litchlake farm camping is perhaps (having not camped at Woodlands I have no first hand knowledge) a little more basic but the convenience it provides, being about 100 metres from the Entrance, makes it a good option for many of us.



area, which can be a challenge trying to tie down a marquee if it gets windy (and normally it is at Silverstone), luckily this year we had no such problem but the marquee did come in handy for some shade.

As has become the norm we supplied free hot and cold drinks to members and with the heat I think the cold drinks were as popular as the hot this time round.

Our display area was rather big this year and allocated for the

Although some got a lesson in what happens if you park in the wrong place no matter what car you drive we didn't laugh much, honest.

I have always said that if you have technical issues come anyway and use the tickets, they are old cars after all. But this year we had quite a few genuine breakdowns mainly due to overheating. And display numbers were low compared to bookings, can I blame ethanol for this?



The fact is, if you are there long enough to be camping you will not be on the campsite much due to the amount of activity on circuit.

This year we were once again given a hard standing display

86 cars booked in although we could, I think, have had over 100 in that area. We managed to make good use of the area by not sticking to the marked out parking spaces and instead parked at a "jaunty angle".

Friday at the Classic is always the quieter day of the weekend for obvious reasons, work commitments etc. something the organisers are fully aware of, but in one respect it is a good thing in that it is a good oppor-

tunity to do things that are busy the rest of the weekend. To this end Tracey and I went for a wander and took the opportu-



nity to go on the big wheel and also took advantage of Drive Live where we went for a free drive in a Lexus on local roads, a great experience having never driven a hybrid luxury vehicle before, and because it was quiet they gave us an hour instead of the normal half hour slot. So we went into Brackley and used the cashpoint, they did say make full use of the vehicle. The fun part was when we returned, we had left our tickets in the Dolomite but thankfully they saw sense and realised we had the pass on the windscreen and around £40,000 worth of car that had to be returned. It's worth remembering whenever you leave the circuit always have your ticket and get your hand stamped even if someone on the gate says you don't need to.

As I have a friend and neighbour who is a camera man for ITV news, I had a call asking if we were on site. As it worked out our cars were used as the backdrop for the evening report mostly with those shiny cars from M25 east getting the limelight, thanks to Jon for the coverage.

The weather for Silverstone this year was good although rather hot, but Friday evening saw some, very rare for this summer, rain. This affected the attendance for the Friday night bands but when we got back there after dinner to see Soul2Soul they did not disappoint, but we had missed U2-2 and Noasis. The rain also supplied

additional entertainment when Helen and Richard from

they had also rebranded the National Pit Cafe. This provided a reasonable amount of foot traffic and as always there was a good deal of interest in our cars.

Once all the cars were parked up and everything was set up for the day it was time to take a look at the International Paddock. On the way there we noticed a lovely blue Spitfire racing in the HSCC Road Sports (1947-1979) race and as we wandered through the paddock we met the driver David Tomkinson who is a very enthusiastic owner who is doing a



Northants rolled up with their caravan, during the heaviest part of the downpour, and Jane and Chris offered a helping hand in the form of throwing two Jet ponchos to them.

You have to make use of those Silverstone freebies!

Saturday in comparison was extremely busy with large numbers of people visiting our display. Some may have considered our spot a bit out of the centre of things but this was offset by the fact we were next to the Ace Cafe display, where

great job of not only racing competitively in a Spitfire but promoting ownership.

During the weekend there was the usual packed itinerary of motor racing from many eras of the sport with a bit of something for everyone from touring cars through formula juniors and Classic F1 cars to Endurance car racing. My problem is that by the time I've spent time at our display and had a bit of a look around I don't see much racing so you need to come along and expe-

rience that for yourselves I'm sure you will find it very competitive and enjoyable.

Something that was welcomed by its return was the young drivers experience, where children over the age of 10 could



take to the wheel of a Vauxhall, with a fully qualified instructor in a safe environment.

Saturday evenings racing was provided by the endurance cars and dubbed "Daytona at dusk" with very loud and very fast cars racing as the sun went down and headlights blazing. As the race came to an end it was the turn of UB40 to take the stage and the party began. As I mentioned in a previous report peo-



us hanging for the encore for a long time. Other bands may not have gotten away with it.

Sunday we awoke with the anticipation of the British Leyland parade lap and I got on site to find that our lunchtime slot was now a mid morning one. Thankfully we are pretty organised and it was not a problem, in fact we were complemented on our signing on point. Although we have probably had more experience than most. I do try to get you on the track if I can. This year as last year we joined the track in

the action and see the cars wheels lift off the track. As we waited Jane Smart pulled out her Lemon Drizzle cake to tempt Charlie. For those of you who don't know Charlie is one of the fantastic team that make



ple were paying up to and over £100 to go to one of their concerts and we got it in the price of the ticket. Their performance was everything I had anticipated, although they did keep

front of the BRDC which I was told last year was a good place to see the racing before we went on and I entirely agree.

There are not many places where you can get that close to



Silverstone Classic happen and he did a splendid job of looking after us again this year and he seems to have something of a fan club amongst some of our ladies.

This year I was asked if I would talk on Silverstone Radio for our parade lap, so when they came round to record an interview I did the obvious thing and tried to dodge the bullet.

So I suggested a couple of candidates and Brian Pringle, Jonathan Ingram and myself did a little chat. My plan failed miserably and during the pa-



As always we only look good because you make the effort, so thank you to everyone who helped out this year in particular those who helped with the setup/ take down, car parking, helping hand out the supply of drinks and the most important part talking to the public. This is the best way to promote the club in my opinion.

As a nice reward for displaying your car the display package

rade lap only my voice was heard, great coverage for the club though. Since we were sent out virtually on our own we had a nice run round the track without the usual slowing down and speeding up, and in a Dolomite you get an insight into how challenging some of the bends must be during a flat out race.

For next year I have put in a re-

quest for a parade lap for the Herald and the TR6 anniversaries and while it is not guaranteed I am hopeful it will be approved. Some of you may have seen on Facebook that I have a target of 100 cars for next year so let's see if we can make it happen.

There will be an award for the best display next year so I need to get planning.

code gets you **two tickets for the price of one** and an infield pass for your club car. The code is printed in the Silverstone Classic advert and is for use by members only.

I know I've missed loads of stuff but I think Bernard may have other things to put in the magazine, really the best way to find out what it's like come and join us next year.




**See you at Silverstone
if not sooner.**

Nigel

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Le Mans Classic 2018 - 2

The lights on the ferry dimmed and the noise from the bar died away, the ferry's engine noise faded to a distant hum, and I fell asleep. Unfortunately, it didn't last long! The seats, although better than the floor was not as comfortable as a cabin bed and after a few hours I found myself twisting and turning to find a better position, which wasn't forthcoming!

Several long restless hours later the sun was trying to peek over the horizon and a dim light filled the sleeping area. I could see both Paul and Gary were awake, that was all the excuse I needed to stretch my legs. Rob however, who was in the sleeper behind me, appeared to be sleeping like a baby – of which I was quite envious. Paul, Gary and I made our way to the central stair well and chatted a bit. Rob must have sensed our parting and after a while joined us, after some very quick 'ablutions' we made our way to the deck and watched as the land came into sight through the sea haze.

Before long the announcement was made for passengers to re-join their cars, and the adventure would continue.

It wasn't quite a Le Mans style start, drivers walked eagerly to their cars and started to pack away the previous nights sleeping bags and pillows into what-



ever space they could find, either in the boot or behind the seat, jumped into the driver or

**" This time
(I prayed).... I
cranked the engine
again and it coughed "**

passenger seat and waited eagerly for the docking to complete and door to open, it was almost like waiting for the green light on a starting grid. The men in high vis' jackets appeared and opened the huge doors, drivers started to fire up their engines and rev eagerly, the exhaust fumes filled the deck. I waited until I could see the vehicles brake lights two or three in front of me go off and start to pull forward before I pulled the choke out and ap-

plied the two clothes pegs – always required for first cranking – then I turned the key. It cranked but didn't fire! I tried again, again it didn't fire! Rob looked at me, I didn't return the look because I knew exactly what he was thinking. I had flooded it! I pushed the choke full in and hovered my foot above the accelerator and cranked again.....almost fired this time, there was a slight hiccup, cough and splutter. The one car remaining in front of me started to pull away This time (I prayed)....I cranked the engine again and it coughed, fired, coughed again and then gradually dragged itself into life....it was running....Rob and I breathed a sigh of relief and 'carefully' pulled forward.

We rattled down the ramp and off the ferry looking for a suitable siding to wait for Paul and



Gary. They soon appeared, and I let them take the lead and set the pace. Gary was being kind keeping it sub 60mph in the TR6. It was a little cloudy but warm enough to have the hood down as we continued in convoy on the French roads. There was very little excitement this side of the water, it was busy, but the traffic flowed, and we weaved in and out of the heavy trucks, occasionally seeing another classic heading for Le Mans (but not as many as I expected). As we drew nearer to Le Mans the sun came out and the clouds evaporated. We made one stop at services and enjoyed a sandwich and large cup of tea (not very French I know).

There were several more classic cars dotted around the services and plenty of admirers, usually

over the age of 60, reminiscing and pointing out the shortcomings and advantages of various 'bits and pieces'. The final drive was only 50km and I had mentioned to Gary that I could push a bit harder than the 60mph, so he took me at my word and barely dropped below 70 unless the speed limit enforced it! Which was fine, we made good progress and before long we were weaving in and out of side roads and small roundabouts looking for the correct entrance to the camp site. I could almost hear Gary and Paul 'arguing' – 'I'm sure it's over there', 'no it's definitely over here!' After a few detours we found it, a small sign detailing the camp site on a gate - barely noticeable. A man stood at the gate in a high vis' gazing into the sky occasionally looking down at the traffic to see if anyone required assistance.

We trundled up the dirt and gravel road and immediately felt at



Pic. Jane Rowley

home. Classic vehicles were dotted along the side of the road here there and everywhere from VW's to Aston Martins. The noise and smell of hot engines, oil, petrol and exhaust fumes – fantastic.

Above that you could hear the chatter of enthusiastic owners discussing the journey whilst now sitting back on camping chairs and enjoying the view.

the whole weekend! The toilet and shower block facilities were right next to the TSSC pitch and were very good, except for the occasional cold shower if

ing inside the TSSC marquee where food and drink was available late into the evening – together with a big screen TV – pretty much essential during the latter stages of a World Cup match!

There were, no rowdy groups or fireworks – just people enjoying each other's company.

Over 600 cars from 1923 to the present day were competing and exhibited on track. The competition continued through the night with the six main groups of cars having 3 x 45 minutes races – with the addition of races for the iconic Group C cars,

Jaguar and Porsche period one-make plus a couple of demonstration runs for the "Global Endurance Legends", for cars from the 90s and noughties.

The 'Le Mans Classic Village area' was packed with eateries, bars and exhibitions, a good selection of stalls selling books, models, vintage bits and bobs



Pic. Jane Rowley

The campsite location was excellent, most had already pitched their tents, there was now limited space, but we managed to squeeze in a spot only 50 yards from the TSSC pitch, which was excellently placed and set up to serve the members who were now gathering. Bern, Angie and others (apologise I can't name every-one) had done a fantastic job.

The bar was ready for business, tables and chairs spread out over a sloping green terrace towards a fence which overlooked a section of the track.

The weather was now glorious, and the fun could begin. Temperatures were between 30-34 degrees across

you left it a bit late in the day. On the occasions I used them they were always very clean considering the 'foot-fall' that they must have experienced!

The atmosphere was very relaxed and very friendly – individuals, couples and groups of friends either chatting quietly outside their tents with a glass of red wine or a beer, or cluster-



Pic. Jane Rowley

and more besides which all seemed to be doing a roaring trade.

There must have been thousands of classic cars in the club displays on the infield and around the shorter 'Bugatti' circuit – all were friendly and eager to show and discuss their vehicles. There appeared to be



Pic. Colin Murrell



Pic. Jane Rowley

Renault Alpines everywhere you turned! Porsches – hundreds of them and much much more besides.

The Le Mans Classic VIP shuttles were the Citroen 2CV or the Mehari derivative; the competing drivers were transported around in a variety of VW 'buses' and the

public shuttle buses to take fans out to the more far flung viewing spots were 'period' vehicles! Competing cars were escorted through the event either by Gendarmes in period uniforms on historic police motorbikes or by actors dressed as 1940s US Military police on rumbling Indians and Harleys usually accompanied by a wailing siren.

I've only scratched the surface of the weekend's events, there was more, some of which I



Pic. Jane Rowley



Pic. Jane Rowley

much as I did or if you didn't make it this time you feel suitably interested to go to the next.

Last, but not least, many thanks to Lindsay for her article last month (which helped me out immensely) and she has kindly sent me another article for a future edition which I really do hope you'll find equally interesting.

couldn't get around to see or simply missed because I spent too long wandering around the club displays.

I won't bore you with details of the return journey, which to be

honest was uneventful, by that I mean we had no issues with either my Spitfire or Gary's TR6, no further ferry cancellations or traffic jams! I hope if you went to Le Mans you enjoyed it as

Due to technical difficulties accessing my own pictures, I have to thank Jane Rowley and Colin Murrell for the use of theirs.

Steve



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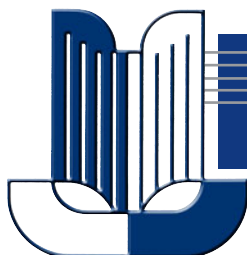
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PUBLIC RELATIONS OFFICER	Vicky Dredge , 2 Brookhampton Close, Redditch, Worcs. B97 5FF. Tel: 01527 894125 e-mail: pro@tssc.org

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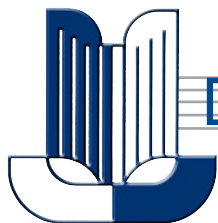
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AREA Directory • News • Events

November 2018

AREA
NEWS



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 Embury: 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	(New AO) Dave Rumens: 01635 868640 <i>The Cottage</i> - Upper Bucklebury - READING. RG7 6QJ TBA	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 WEDS 7.30 PM.
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 The Bell - WEYHILL. SP11 0PN	2ND THURS. 8PM
AVON	David Stroud: 07816 952524 The Wishing Well - CODRINGTON. BS37 6RY	1ST TUES. EVES.
CORNWALL	Carol Coventry: 07979 464643 Hawkins Arms - ZELAH. TR4 9HU	2ND THURS. 8PM
DEVON	Sue & John Franklin: 01548 821348 Nigel Kenneison: 07804 731599 Claycutters Arms - CHUDLEIGH KNIGHTON. TQ13 0EY Ring A.O. Details	3RD WED. EVES. 1ST SUN. LUN
NORTH DEVON	Darren Groves: 07806 351499 Crealock Arms - BIDDEFORD. EX39 5HN	1ST THURS. 7.30PM
DORSET SOUTH	Robin Nicholls: 07920 549474 Red Lion - WINFRITH. DT2 8LE	LAST MON. 7.30PM
GLOUCESTER	Jane Rowley: 07802 171227 Aviator Inn - 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 Tyrrells Ford - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM

WELSH AREAS

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

NORTHERN IRELAND

NORTHERN IRELAND	Doug Hogg: 07707 288233 Nortel Social & Athletic Club NEWTOWNABBEY BT37 0EB	1ST WED. 8PM.
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International Contacts

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SWITZERLAND	Robin La Barre	Robin.Labarre@Bluewin.ch
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

It is that time of year again to get your area registered so we are looking to do this a different way, hoping in the future to be doing this for most of you electronically. So once you have had your Area AGM etc, and you have been appointed area Organiser "again" haha..

From Now on ONLY NEW Area Organisers will need to fill in a registration form as normal and send it to us either by post, pigeon or email. Signed by two area local members and send it in to the address on the registration form. You can get this form at the Bottom of the Website Home Page or use the one Printed Here.

This is where we are normally moaning and groaning for you guys to get your Area registration forms in! But this year we are trying something different so fingers crossed it will work.

So We hear you say "what now are you asking us to do"? Well what we are doing this year is we will be attending the **TSSC HQ Christmas Open Day on Sunday 2nd December** from 10am till 4pm and we will have our list to check off all correct details of name and area meet up with times and importantly email address and contact telephone numbers. So if everything is the same, it will be Happy days, if there are changes we can sort them out there.

If you do not manage to get to the Christmas Open Day and haven't spoken to us, in the meantime Nigel or myself will be contacting you ourselves checking the details are correct and your area is still active. This will be in January 2019. Onwards and upwards.

Thanks

Nigel & Di.

ANDOVER

Tel. 01672 514241

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

A quick news as very late sending this in and rushing off to a meeting in Birmingham.

Firstly an apology, we cannot make the November meeting as we will be at the NEC setting up our stand, we hope to discuss and agree the Christmas meal at the October Meeting and will disseminate by e or snail mail.

For the time being we will stay at The Bell but Christmas meal will be elsewhere.

Next Meeting 8 November at The Bell, Christmas Meal 13 December venue to be agreed.

Sazie & Guy

PS. It was decided at the meeting last night that we would have our Christmas Meal at the Chalkhill Blue. It's very reasonably priced too, from £14.49 for 2 courses. Please contact us if you would like to join us and we'll send you the menu for your choices.

IMPORTANT NOTE

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

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

Hi Everyone. Not a lot to report this month as things seem to be winding down in terms of rallies and other events to attend. Time I suppose that oily rags will come out and we will start to do all those little jobs that we have said all summer, we must do. Well, that is certainly what I have to do. Last Tuesday night's meeting was once again well attended. At the previous meeting I asked that the members gave some thought to venues for next year both for rallies/shows and where it was thought that we may venture to for drive it day. A number of suggestions were put forward and will be considered for next year's programme events.

The two main social events that we are currently planning for is the **Christmas Meal** which we will be having at the Wishing Well and our annual trip to the local **Chipping Sodbury Am Dram pantomime**. I suppose we will have to start practicing "He's Behind You" and other panto sayings in order to get into the spirit of the evening.

This month's member's car is the "Phoenix," owned and driven by Angie. I suppose she called it Phoenix, as like many of the restorations that are carried out by the membership in general, it involves a great deal of cutting and welding, so like the legendary Phoenix her car eventually rose from the ashes of all that old metal and hot welding.

It took some 10 years to persuade her husband Chris, who by the way is a dyed in the wool FORD man, which was 5 years to persuade Chris that she was really serious and another 5 years for him to agree, I don't think that Chris rushes into anything, well, he had to be sure that Angie was serious and not just having a fanciful/romantic notion of having lovely days out driving around with him by her side. He was finally convinced when Angie went out and joined the TSSC without even having a car.

On the 10th of March 2001 on a cold and grey old day, she sent Chris, accompanied by his father to Coventry to collect a 1967 2ltr Convertible.

The previous owner was in the RAF and was stationed at Bruggen in Germany and over the next 3 years it travelled to parts of Russia before returning to the UK in August 1970. The car was used for the next 5 years and then put into storage in 1975.

With the car in a rather cramped garage, Chris began a nut and bolt restoration. The engine didn't prove to be much of a problem; it was the rather ripe metalwork that needed the most attention. During the restoration a number of modifications were made for both reasons of safety and personal choice. Since re-commissioning "Phoenix" back onto the road it has been in constant use, attending many shows tow-



AREA ORGANISERS REGISTRATION FORM 2019

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

The term of office to be for one year from **1st January 2019 to 31st December 2019**, unless a duly elected substitute be registered during that time. If Areas elect **Joint** Area Organisers please **COPY** and complete a Registration Form **each**.

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

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

I Membership Number: /
as **Elected Area Organiser** wish to **REGISTER** Area
with the Triumph Sports Six Club for **2019**.

My address is:

Postal code: Telephone Number

e-mail address:

Signed: Date:

Area Meeting Venue:

Postal code:

Meeting Day/Time:

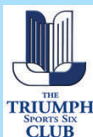
Organiser Confirmed by:

I Membership Number: / confirm that
..... has been elected by (area)
to be our Area Organiser for 2019. Signed Date: / /

Organiser Confirmed by:

I Membership Number: / confirm that
..... has been elected by (area)
to be our Area Organiser for 2019. Signed Date: / /

Any amendment to Area Registration details through the year
MUST be notified to the Area Liaison Officers so that the Area Directory may be kept up to date.
This form to be **RETURNED AS SOON AS POSSIBLE** to:



TSSC Area Registrations.
Di Allen & Nigel Hill
32 Hollyhill Road, Selston,
Nottinghamshire. NG16 6EF
E-mail: nigel.hill@hotmail.co.uk



AREA ORGANISERS CODE OF CONDUCT 2019

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

- 1. REGISTERING YOUR AREA:** Please register your area no later than **31st JANUARY** annually to ensure you are meeting with the requisite Public Liability Insurance Cover from the TSSC (if you want a copy of this you can download the certificate from the TSSC website homepage) this is to protect the Area Organiser and the Area Members.
- 2. ELECTION:** Area Organisers duly elected by their area should have their election **CONFIRMED** by 2 separate, current TSSC members who live in the Area for which the Area Organiser has been elected.
- 3. AMBASSADOR :** Remember as an elected TSSC Officer you are an **AMBASSADOR** of the whole TSSC and should act accordingly.
- 4. POLICIES:** Support TSSC policies that will have been made and voted upon by the majority at the TSSC AGM and also in the current TSSC Rules of Association.
- 5. COMPLAINTS:** **The Area Liaison Officers** will be your first port of call if you have a complaint about the TSSC (we do not want you airing your complaint on social media or forums as this may damage your Area and your Club) most matters are easily resolved, or can be by contacting the above! The utmost will be done to resolve the issues you may have.
- 6. CONFIDENTIALITY:** As an Area Organiser anything that is sent to you via an official of the TSSC needs to be treated as confidential unless stated otherwise.
- 7. POWER FLAGS AND BANNERS:** As Area Liaison Officers we have 2 sets available for you to use at your local shows if required, to promote your Area and the TSSC.
- 8. STANDING DOWN:** If you are standing down as an Area Organiser you must hand over to the incoming Area Organiser all Area funds, bank details, flags, banners, bunting etc and anything that is significant to the Area. If there is no one to take over the area please contact the TSSC Area Liaison Officers who will advise.

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



Any amendment to Area Registration details through the year **MUST** be notified to the Area Liaison Officers so that the Area Directory may be kept up to date. This form to **be RETURNED AS SOON AS POSSIBLE** to:

TSSC Area Registrations. Di Allen & Nigel Hill
32 Hollyhill Road, Selston, Nottinghamshire.
NG16 6EF
E-mail: nigel.hill@hotmail.co.uk

AVON . . . EAST BERKS SOUTH BUCKS . . . CAMBRIDGE

Avon Continues

ing a small caravan to the events. They have had a great deal of support from the good friends that they have made over the years and shared some very good times with them.

As Angie says, there will always be the next job to do on the car, those little bits of attention / stroke tweaking by Chris in order to keep Phoenix going and as she puts on her rally sheet for the show organisers:-

"PHOENIX" - Driven and enjoyed.

That's all for now. Safe driving

Dave

EAST BERKS Tel. 01189 321390

www.freewebs.com/eastberkstssc/index.htm

e-mail: qbrown6914@btinternet.com

Nine at East Berks meeting tonight. Andy came in the Flying Log, he's just completed the RBRR and looks none the worse for it. Mark went with him but he's not here tonight, probably sleeping it off. Great tales of camaraderie and fried breakfasts. Good to see Paul, recovering from his surgery and now doing stuff to his Spitfire in small bursts.

MOT time can't be far off. Delivered some rattle can paint from the club shop got on Twiddle Day. Plus a relay for his patented fuel cut off system.

Other Mark came in his Vitesse. He brought the speed control system and spread it out on the table, together with Paul's instruction manual we all decided it's VERY complicated.

Good to see John in his Vitesse, he's not been with us for a while, holidays. He should retire, it's a constant holiday. We have to decide on Christmas party venue, We heard Sweeny Todd's was closing down last Christmas but still seems to be open.

Steve's brought in a door switch which operates the courtesy light, it's broken, no spring. Coincidentally today I noticed my passenger door switch is gone! Dropped off! The usual suspects no longer stock them, but somebody somewhere has something that will do the job, we're on the trail.

Don brought a cam follower from his Vitesse, very discoloured on one side, can it be cleaned up? What with? Canley have new for £2.90, probably the best option.

Richard brought in his Mexican heater valve switch which he has now converted to work with his existing heater controls. He says it's easily done. I'm going to get one, it's so much easier to operate. My heater control is so stiff I think it's going to break, so I don't touch it.

Richard also brought a better photo of his re-sprayed Atlas Van, very pretty chocolate and cream like a Pullman coach. Malcolm came in his Jaguar estate, a lovely car, so red, so big, you can almost get a GT6 in the back!

But enough about them, lets talk about me. I've replaced my gauge lights with green LEDs, a shame really, the originals bulbs are 40 years old and still working it's only the green lenses that have faded. The LEDs are really GREEN just like I remember, I'm contemplating replacing my interior light with a green LED, is that too much, it is Halloween after all!

My cardboard side panels and radiator cowl were sagging and looking tired so decided time for a change. Club shop only had the aluminium side panels so had to get the cowl from Paddocks. Have to say the side panels were very poor copies of the originals and took a lot of fettling to fit them.

Got home only to be phoned by Paul, my tail lights weren't working as I drove off from the Shire Horse. ***** Fuse box! It's got to go!

Doug

TSSC AREA NEWS



SOUTH BUCKS Tel. 07818 052276

e-mail: varsas20@yahoo.co.uk

www.tssc.org.uk

Hello everyone hope you are well we have got to the point in the year where the shows are slowing down and the weather is not being very classic friendly but there are a few around.

We have had a few shows including the Harte and Magpies where we, and Dan and his friend Giles attended. We had the monthly meet where myself and Carl, Dan and Simon and Ken came and Ken revealed he had bought a 60's Triumph (but it was a bike instead). Then we had the Pinewood show where Dan & Elaine and Simon & Tracy came in the TR7 and those were the only shows we went to, which pretty well summed up to me that the amount of shows are going down here as are the shows for November which are:

Sunday 4th Brooklands, Autumn Classic Breakfast in Surrey, KT13 0QN.

Wednesday 21st is the monthly South Bucks meet either at Harte & Magpies or The Squirrel. HP7 0LU or HP7 0PX respectively

Sunday 25th is the Pinewood show at SL3 6NB.

Harry

CAMBRIDGE Tel. 07795 436149

e-mail: cambridge@tssc.org.uk

Monday the 1st of October saw some new faces, including a nice white Vitesse. We talked about the idea of another North Coast 500 run, possibly next April, the forthcoming Rolling Road event with the legendary Pete Baldwin and the club's Gearbox Day at club HQ. Hopefully they chatted about the really rather silly Santa Fun Run I've got organised for Saturday December the 1st when we'll be driving down to Ipswich in (provided) Father Christmas outfits to do a race around an inflatable obstacle course, all in aid of the kids charity NSPCC. I say 'hopefully' as I wasn't able to join them as I was on a jolly driving the course of the Mille Miglia from Rome through Florence to Bologna (and it was awesome).



Monday the 8th of October we all met up at Regency Autos to have our cars put through the Dyno to see what power and torque curves our engines could put out on the rolling road. Practicalities conspired to stop half of the intended cars from attending: mine is STILL being finished off at the resprayers and Mike's gearbox is beginning to give up the ghost. Andy went first with his red Spitfire, which Pete managed to coax another five BHP or so out of to restore the original 73BHP and a massive amount of torque. Andy said his car was transformed on the way home.



Second up was Rob with his white GT6 mk3 which he had just got home from finishing the Round Britain Reliability Run in. His first trace had a wobbly response, and Pete diag-

Cambridge Continues

nosed the rotor arm was too high because of the Lumenition sensor plate. A few gremlins from the sensor connector slowed things up a bit, but the mixture had been richened up to make up for the wobbly spark and after sorting the mixture down again and six new plugs (at least one of which was the cause of the poor ignition) and she was boosted up to 101.4BHP.



Last up was Toby in his Ford Zetec powered Hurricane which was even louder and scarier than the first two! Toby didn't bring his laptop and the software to do any mapping adjustments so the injection stayed as it was but Pete managed to iron out a little bit and we were all rather impressed with Toby's 156BHP output.



Mike and Andy agreed at the Rolling Road that they were off to the gearbox seminar at the club HQ at Lubenham to find out how to rebuild theirs so we await their feedback next month. **The next meeting is actually Guy Fawkes Night, remember remember Monday the 5th of November at the Plough in Fen Ditton** from 8pm, but we reckon most organized fireworks will happen the weekend before so we should be OK. But it'll be good for roof down driving home I should think!

Tom

CANTERBURY Tel. 07749 232024

Greetings all. Thanks to everybody that came to the meeting on Thursday evening, a good turn out with some lively discussion. A warm welcome to Brian and Bridget who arrived in a lovely Saffron Yellow GT6. It was good to see them after some time away.

Paul has been approached by the marketing manager of the Hempstead Valley Shopping Centre with a view to getting some 1970 cars to make a display when they celebrate their 40th anniversary in October. This produced a very lively discussion between members who already feel that the growing trend for car shows to charge an entry fee (unless for charity) is putting them off attending, bearing in mind that without us taking the cars there would not be a show. However when a commercial organisation wants to use our cars there was a strong feeling that they should at least put their hands in their pockets and make a substantial donation to our preferred charity The Air Ambulance.

Some offer of refreshment from the many food and drink outlets would not be frowned upon either. Paul will go back to her with our views.

There was also a debate about the standard of parts and their suitability for purpose that are being supplied these days, several recent examples were given of parts either not fitting or failing within short time periods.

Reg asked if we intended to do any more runs this year, it was agreed that this would be weather dependant and we may arrange something at short notice if the forecast is good for a weekend.

The time is approaching when we need to arrange our **Post Christmas Meal. This is likely to be Saturday 12th January.** I will need an indication of numbers, so if you wish to attend can you please let me know and I will then start to source a menu.

Regards

Derek

CHESHIRE

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There's been some work going on in the Cast Iron World garages, more on this in a later report. Otherwise, it's been a quiet month for Triumphs, with a trip to Staffordshire for their meeting to see how the other half does things.

Another cosy meeting at the Cock and Wotsit. Two Triumphs were spotted in the car park, one of which is about to pass its 40th birthday and therefore transition from 'Private Light Goods' to 'Historic Vehicle' and thereby avoid the contribution to the Exchequer for what used to be called the 'road fund licence'. Back in 1978, the class was just 'Private', by the way. The question was, what to do to achieve said transition. With Hark the Herald, a simple trip to the office of the DVLA in Trafford complete with new MOT and V5, a conversation with a useful person, and I came out with a tax disc, and the updated V5 (including a colour change) came in the post a few days later. Sadly that office is now closed, but Professor Google supplied the answer which is to go to a suitable Post Office.

In amongst the conversation, I admitted to coming to the meeting in the management's new car, which (amongst many other toys) has a heated steering wheel. I had to explain at length that I get seriously cold hands when driving a cold car in winter, and that this facility was part of my requirements for the new car (another one being enough horsepower to make decent progress). I didn't dare to admit that I have a pair of heated gloves for driving an open Triumph in cold weather, and I cannot help with the request for heated spanners (just put them on a radiator provided the management allows spanners in the house?).

Hark the Herald took part in the A6MARR Classic Car Parade. This involved travelling up and down the soon to be opened A555 at a maximum speed of 10mph (occasionally exceeded) and generally behaving ourselves, waving at the hundreds of folk who lined the road to celebrate. The weather was sort of kind (dry but a bit cool) and the management took some video which may get shown at a meeting if folk don't behave themselves. I think the traffic on the old A34 had to wait while the entire parade of 200 'classic' cars used the roundabouts to turn round and head back the other way.

The eagle-eyed amongst you will have spotted that I am giving a 'Gearbox Tutorial' on the 14th, and that Bern will place me in the 'technical chair'. Here's hoping those who attend will find it worthwhile.

The only event I have in **November is the bash at the NEC on the 9th to the 11th.** The admission cost has got my attention.

Our next meeting is on Thursday 1st November at the Cock and Pheasant. 8:30 start folks, hope to see you there.

Henry

CORNWALL . . . COVENTRY

CORNWALL

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Hi All, It is with great sadness that I have to start saying that our dear friend Helen passed away on Thursday 4th October. A shock for all of us that knew her and devastating for her husband Tony. Our thoughts are with you Tony, please don't hesitate to ask any of us to do anything for you, we are all here for you at this very difficult time.

Remembering good times only a few weeks back with Helen, which saw some of us attending Lanlivery and St Mawgan Rallies. Helen and the rest of us really enjoyed the last rallies

of the season. Both rallies were excellent with lots going on in the main rings to see and do. One of them being us going around the ring displaying our cars, good memories to hold on too.

On Sunday 30th September I attended a local memorial car run for a great man of my village Mr Rex Harvey.

The car run started at our local football club and took us on a journey around the clay area. Great photos were taken along the route by the same guy, he just kept popping up! With 38 miles done it was back to the football club for a pastie, Pint, or Tea / Coffee and raffle. All money raised going to local charities within my village. Perhaps next year I can get a few more Triumphs attending.

November 3rd is our fireworks event at my place, bring a plate of food to share, your own tipples and one large firework, coffee tea and soft drinks will be provided by me. Email me or give me a ring for my address and directions.

On club night, 8th November, I will need all your menu choices and money in for your meals for our **Christmas Dinner and Dance at Tregenna Castle St Ives on Saturday 8th December**.

13th December Club night at Zelah, fancy a meal first? let me know and I will book for us, around 7pm

Oh yes my little grandson was born on 12th September weighing in at 7 lb 6ozs. His name is Dylan, my daughter Sarah, her partner James and baby are all doing well. Nana CC can't wait for him to be a Triumph fan along with his big cousin Amber too, with 7 months between my grandchildren I'm sure one of them if not both will be a Triumph follower.

Happy and Safe Motoring everyone

Carol
x



TSSC AREA NEWS

COVENTRY

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Hi Folks. The Smiffy Spitty's first trip out in September was to the Corbrough Sprint Revival Day on Saturday the 8th, 7 of us in 4 cars met at the Copper Kettle on the A5 to travel there together unfortunately half way there it started to rain so a quick stop was made to put up the roofs. It could have been a nice day out but the weather turning cold and wet put the stop to that. Still the track being wet lead to quite a few spin off's to entertain us. Paul Cheshire was taking part in the event in his Spitfire MKIV which is now a 1500 and he managed to stay on the track and put up a reasonable time which was quicker than a lot of the more powerful cars.

Sunday the 9th it was off to the Heart of England meet at Bulkington, being the first of the Sunday Lunch time meets, the turnout was very disappointing with only 13 vehicles in attendance, obviously effected by the Atherstone gathering. Nigel Symonds had been having a bit of a sort out and gave us over 20 workshop manuals of various models, we put this on display for £1 each and immediately sold 4 on the day, the monies of course going to club funds.

Sunday 16th was our Dalos Day Run planned by Steve and Sharon with a little help from Keith as normal a fantastic route and they managed to find a few more roads/lanes we hadn't been down before although at one stage we thought we were going up peoples private driveways, with all the bumps and pot holes they tried their hardest to remove the exhaust on the Smiffy Spitty but it remained intact but probably a little thinner. There were 11 of us in 5 cars the weather was good so it was hoods down all the run. Another great day out in great cars and great company.

The following Sunday we were supposed to be going to the Kettering Vintage rally at Cranford but unfortunately the horrible weather put a stop to that, the event wasn't cancelled but the ground would have been too wet and muddy and it would have been a cold wet miserable day out, let's hope we can do it next year.



Lastly on the weekend of the 29th/30th it was off to the Cotswold Airport Revival, we camped the weekend along with Paul & Joan and Mike Hadley and the twins.

A fairly good show considering only in it's second year but didn't quite come up to expectations, plenty of room for improvements. Still had a good time though, we had 9 cars on the stand on the Saturday and 5 on the Sunday, Damn cold though, we got up on the Saturday morning to ice on the cars and ground but then the day started to get warmer and sunny but the wind was still cool, on the Sunday it was over cast and quite chilly but Mike Rowell treated us to a singalong with his Ukulele to warm us up. Good fun Mike well done. The Gloucester area of the TSSC was also there on the Sunday so a good chat was to be had with Jane & Co.

We had a surplus of £5 on the stand fees which is now in



IMPORTANT NOTE

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



COVENTRY DERWENT VALLEY . . . DEVON

TSSC AREA NEWS

Coventry Continues

club funds, also sales of DVD's and Manuals since last meeting have brought in another £8.50 giving us a running total of £23 for club funds.

Our monthly meeting at the Bull & Butcher, Corley Moor was attended by 17 with six of us having a meal in the restaurant pre meeting, once again we held the meeting in the restaurant as the snug is not large enough to be comfortable in with that many. A welcome to Andrew Pitt to his first meeting with us but not his first with the TSSC as he was one of the original members when they first held a meeting at the Maudsley in Coventry. Good to meet you Andrew hope to see more of you and your Vitesse in the future. Dalos Day Run on 21st of October we will meet in layby on A444 in between Bedworth & Nuneaton just before Amid Palace at 12.15pm ready to leave at 12.30pm, must know numbers by Wednesday 17th.

We are doing the **November run on the 18th** but we need a volunteer for **December the 16th**.

The Restoration Show at Stoneleigh is on the 28th of October and the Classic Car Show at the NEC is November the 9th to the 11th.

The Christmas Festival Menu was distributed for our **Christmas Meal on our December meeting on the 4th**. Please can we have your choice off menu before our November meeting so Lyn can finalise the list and hand it in at the November meet. For those of you who haven't chosen already please let us know by email by **November the 4th**. Dress of course is Festive.

Sunday December 2nd is the Christmas open day at TSSC Headquarters in Lubbenham 10.00am till 4.00pm we will meet at the Elms in Lutterworth at 11.00am to travel in convoy to the event, please let us know by email if you will be coming so we don't leave without you.

That's all for now folks don't forget if you want to join us on any of the events please email us.
Regards

Phil & Lyn

Forthcoming Events:-

Sunday 28th October Restoration Show Stoneleigh

Tuesday 6th November Our monthly meet at Bull & Butcher, Corley Moor 7.30pm.

If you want to join us for a meal in the restaurant pre meeting be there for 6.30pm.

9th - 11th November Classic Car Show NEC

Sunday 11th November HoE Bulkington From 11.00am
Just turn up.

Sunday 18th November Dalos Day Run

Details to follow.

Sunday 2nd December TSSC Christmas Open Day

Lubbenham 10.00am - 4.00pm. Meet at the Elms in Lutterworth at 11.00am.

DERWENT VALLEY Tel. 07970 619149

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2018 has certainly been a full season and with the fantastic summer weather making the events and drive outs very enjoyable. The season is now drawing to a close and time to put the cars away for fettling over the winter ready for our

annual New Year Run.

October's meeting was well attended and Roger had produced a Halloween picture quiz which had us scratching our heads. Forty-five pictures of well-known scary movies. We just had to name them. Easier said than done. Kim and Di's team were victorious with a score of 19.

Next year's Peak Run is currently being planned and discussions/negotiations with the camp site are currently taking place. Further updates will be announced as soon as we know when and what is happening.

The November meeting is our AGM. So come along and support your area and vote for your favourite member to elect them as AO for 2019. If anyone is interested in taking on this important role then speak to either Roger or myself.

The December meeting will be our annual Christmas pizza and chips meeting so please join us for some Christmas spirit.

You might even win a special prize in the raffle.

As mentioned earlier we will be holding the **annual New Year Run** which is jointly organised with the Notts Area. The date is set for **Sunday 6th January 2019**. Meeting in the car park of the Sainsburys in Ripley (DE5 3QP) at 10am to set off at 10:30am. Sunday lunch will be available at the end of the run. Entry is £5 per car and all monies raised will be donated to the RNLI lifeboat station at Appledore. With that in mind our theme for this year is **YELLOW** to support their yellow wellies. So wear anything yellow and decorate your cars in yellow. Prizes for the best.

Dates for your diary:

6th November - Monthly meeting and AGM. Smalley Common Ex-Serviceman's Club from 7:30pm.

[DE7 6FY]. ALL WELCOME.

21st November - **TSSC Notts Area meeting. Sandy Pate Bar, Mansfield Town FC, Quarry Lane, Mansfield.**
7pm onwards

4th December - Monthly meeting and Christmas pizza and chips. Smalley Common Ex-Serviceman's Club from 7:30pm. [DE7 6FY]. ALL WELCOME.

6th January 2019 - New Year Run.

See above for details.

8th January 2019 - Monthly meeting (a week later than usual due to the New Year celebrations). Smalley Common Ex-Serviceman's Club from 7:30pm.
[DE7 6FY]. ALL WELCOME.

Regards

Colin

DEVON

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or e-mail : nigelk57@gmail.com

Facebook - TSSC Devon

EVENTS COMING UP IN DEVON

We need names / numbers now urgently for the **annual Treasure Hunt on Sunday 4 November**. Organised by Bob & Marcia, who won last year, we are starting at 12 noon at Sourton Services, near Okehampton on the A30, with lunch planned for the Bickford Arms at Brandis Corner. This could be another event where North and South Devon areas get together.

Don't forget the **Classic Motor Show up at the NEC, taking place 9 - 11 November** and sponsored by one of our insurance panel, Lancaster. To save the pain of the cost, there is a voucher code printed in the Courier which can save you a bit of dosh. Also if you book this way, the coupon you

DEVON NORTH

will get can be handed in at the TSSC stand, so that the Club can get a little back too from our support.

Our Inter Club skittles at the Waie Inn at Zeal Monachorum (near Crediton) is on Sunday 18 November, organised again by Claire Purser. We play against the Stag Owners Club and Dolomite Club and there are trophies for the winning team and also the Highest Scoring youngster. Hoping it is Robbie's turn this year. Names to us please asap so that we can let Claire know the numbers. Really good lunch after too.

November Club Night on Wednesday 21 November at the Claycutters Arms will be our 'AGM' when you have the chance to vote in (or maybe out) your Area Organiser (s) for 2019. Don't let that put you off coming though, we will have our usual chat and banter as well!

Christmas meal – Saturday 1 December at the Dartmoor Lodge Hotel at Ashburton. Still places available but we should have had your deposits of £10 per head now, and will need the remaining money plus your menu choices by November Club Night please, so that the hotel can prepare for us. We will of course have our usual charity raffle, and all contributions welcome.

WHAT WE'VE DONE

Sidmouth Chamber of Commerce Show returned in mid September. 7 cars on our stand, the Exmouth 2 GT6's of

Chas and Dave, Ian B's Spitfire, our 13/60, Russell & Kirsty's Vitesse and delighted to have Michael Halliday and his Herald which has been family owned since 1977. We

also met up with Gillian and her stunning Standard Vanguard 'Stan', Julia T-M and sister Melanie with Julia's red Stag, and Peter G with his white Stag. Mike O-C was there too but his Triumph is still a project. Great drive there and back, but the Herald's timing still not quite spot on, and the oil pressure warning light indicated that it is time to replace the original switch from 1969. Russell and Robbie helped me sell 4 of our must-have calendars too - alas I ran out. Young Ruby decided that she is the new standard bearer for the Club!

September Club night was pretty damp, but the lack of Triumphs in the car park was made up by Bob's latest purchase, a vintage 'Triumph' watch which is going on his Vitesse's dash. Loads of people there, and plenty enjoying the good food at the Claycutters.

Only a few made it down to Route 38 for the Southwest Triumph meet, but there was plenty going on that weekend.

Dan, Jas, Ian, Karen and Andy W had a great time up at Goodwood Revival – we only caught it on the TV with good coverage, but not the same as being there to soak up the atmosphere.

We celebrated Jackie's (aka Granny's) birthday with a run in early October. Again we were lucky with the weather – a stunning autumn day. We met in Granny's backyard at Chudleigh with a good number of Triumphs and a couple of moderns and Dan's Landy. Tim & Dawn in the Burlington Arrow, along with a Burlington badge which must be a rari-



TSSC AREA NEWS



ty, Granny in the 13/60 estate, Simon brought Annabel along in the Spitfire for a taster (she now knows how mad we all are), Terry's TR4, family Bewick in the Vitesse, our 13/60 and Nigel's Spitfire did the run, with Ian & Karen in the Herald Pickup and Jane & Anna in the TR6 joining us at the pub. John had found a lovely run through Haldon Forest, via Moretonhampstead, through Spreyton and Crediton to the Travellers Rest where we had a great meal.. A longish run of about 45 miles covering a good mix of roads without any grass in the middle with Nigel in mind!

We were delighted to complete just over 100 miles in all in the Herald after all her problems this year! A new oil pressure switch fixed that particular worry and a whole load of fiddling with the timing appears to have solved the overheating at last. Getting a load of muck out of the carb, and sorting the tappets has fixed the rough running and loss of power. To quote "It can only get better –!!" Now to the rust appearing on the door skins.

One thing about being a member of this great club is the advice which is readily available, so if you have not yet joined us at an event, do think about coming along. You are welcome with or without your Triumph!

Do watch out for the emails we send out to you, they have details of events, times and any changes!

Finally – we still have Fifty Shades of Triumph 2019 Calendars available, the must have gift for Christmas, or even for your garage wall!!

DEVON DIARY

Thursday 1 November North Devon Meeting at the Crealock Arms, Littleham

Sunday 4 November Annual Treasure Hunt - meet Sourton services

Sunday 18 November Inter Club Skittles and lunch Waie Inn Zeal Monachorum nr Bow

Wednesday 21 November Club Night & AGM at the Claycutters Arms TQ13 0EY

Saturday 1 December Christmas Evening Meal !

Wednesday 19 December Christmas Club Night at the Claycutters

Sue & John

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

Date: Thursday 4th October

Venue: Crealock Arms, Littleham. EX39 5HN.

Club Night

It was a pleasant

autumn evening

for our October

Club Night, as I

pulled into the car

park of the

Crealock Arms I could see that Nigel Kenneison & Patrick

Squire were enjoying a drink in the sunshine. It was a bit of

a surprise to be greeted by Nigel saying he thought my

Herald's LED Headlights looked stupid, so I returned with a

similar comment

about his purple

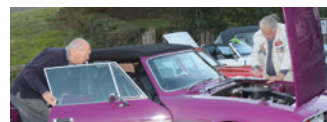
coolant hoses in

his Spitfire....we

love a bit of banter,

well I think it was

banter.





Devon North Continues

He redeemed himself by donating a couple of black coolant hoses for my Spitfire project, which is now becoming a tradition after Mike Hadley's donation of a engine block water tap last month.

My Spitfire project is coming on in leaps and bounds, all 3 sill sections, lower A-Post repair panels and floors have been replaced along with some tricky repairs to the windscreen pillars and rain channels. Just some patching on the rear inner arches and that'll be the welding on the body tub complete.....still lots to do though.

Patrick was in his GT6, he's still battling a little with trying to tame the suspension set up, now with standard springs the car is still crashing through the bumps a bit too much, so still more work to be done. The 2.6 litre/180bhp engine makes for an entertaining drive, but needs full concentration at all times I suspect.

Following me into the pub car park was Mike Hadley, not in his Spitfire but in his BMW Mini instead, which will be paying a visit to the Bodyshop where I work shortly to have some peeling lacquer sorted. Not long after Mike's arrival, Bob Mellor arrived in his lovely Magenta Stag, another car which will be visiting the bodyshop soon to have a minor imperfection sorted. Bob was in need of an Insurance Valuation, so it was good planning that Nigel had made the trip up from the deep south.

My meal was ready, so I headed back inside to eat; this is when Alan & Janet Brace turned up.....whenever food is around Janet won't be far away. Alan was looking a little fed up as he'd had more than his fair share of car trouble in the last week, not with the Spitfire but a brand new Ford Focus. Two breakdowns in the first 300 miles of ownership is not what you'd expect from a new car and it didn't sound like Ford were excelling on the Customer Service front either. A Lambda sensor fault sending the car into limp mode, plus some other less serious issues, making for a frustrating experience when you should be enjoying having a new car.

Two unfamiliar faces to me (but not to the South Devon members) arrived, John & Irene from Plymouth, they were paying the club night a visit as they were staying in Croyde, so only a short run down to join us, it was a nice surprise to meet them. Malcolm and Mandy Huxtable arrived, Mandy not wanting to spend an evening home alone now daughter Amelia is off at University, decided to come along.

Whatever the reason it's always good to have the wives and girlfriends come along, makes for a more varied subjects of conversation.

Andy Luckhurst arrived complete with folding chair under his arm; this was left at his house by Patrick at the recent North Devon BBQ and had taken some planning to repatriate it for various reasons. Andy has made some modest progress on his TR4, some issues with the clutch which are now resolved, he's planning building up the door mechanisms and fitting interior very soon.....we are not going to let him miss another deadline for having the car ready.....

Mick (sorry, forgot to ask your surname again!) made his second visit to The Crealock, he has finally got permission to build the garage he needs to store his Triumphs, once built he can relocate them from Hertfordshire and set about getting them on the road. Sounds like his Herald has got the usual body/panel alignment issues, but I'm sure with some patience, lots of swearing and cups of tea they'll be overcome.....anyone that has restored a Herald will feel his pain!

Simon Whenmouth made a late appearance, he had been busy packing up his van for yet another model train show, this time in Bradford, so wasn't sure if he could make it. Making an even later appearance was Lee Williams to complete the evening attendees.

Remarkably Nigel found someone he hadn't sold a calendar to so managed to raise another £5.00 for the coffers, unfortunately he also remembered that I still hadn't paid him for mine so I had to cough up £10.00. As pay back I got Nigel to go into Town Crier mode (after all he is one) to announce the up and coming events, Nigel doesn't have any trouble making himself heard.....

That's it for another month.

Darren

Date of next meeting: **Thursday 2nd November 2018**

ESSEX

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Well the season is coming to an end but we do have quite a lot to look forward to in Essex. With the **exclusive week-end taking place this month 16/17th. See large advert at beginning of area News** Lots to do a couple of runs out a Christmas meal with quiz a meet up and plenty of nattering. Still time to book see the advert or contact me on 01375 672072.

The year as I said is starting to, slow down but what a year, one of our best for getting out and about with two club stand wins and an Appledurcombe winner yet again this year.

We had an excellent club day, although the Essex air ambulance run out was the same Sunday so it was crowded towards Southend. The bikers really looked like they were enjoying it. Most of us got to the garden centre before it got busy but poor Mike & Linda ended up with an hour detour. We sorted out a few bits and bobs for the weekend and the Christmas dinner for same weekend. Hopefully now all is ready.

The weekend after club day saw Tina and Chewy from Somerset pop up to Essex for an overnigher to pick up the 2500 stuff that we were storing for them. We had dinner and after Linda and Mike popped in to join us for cheese and biscuits a few more drinks but only 2 bottles of wine. A late night and early start the next morning off to Brooklands for a visit to use our passes from the bike club so got in for free. This was on route to Winchester to pick up the engine I bought from Robin Stead. Organised at the Somerset gathering in June. Robin had been in touch and organised a nice meal for the six of us which soon became eight as Kelly and Frank were in the area and free. A lovely night was had by all and the food was good. Plenty of car talk too. We were stopping at the Days Inn Winchester so the next morning it was hunt the nearest Toby for breakfast it was just round the corner to Robin and Ann. Excellent plan. We headed out for brekkie and then on to theirs to pick up the engine. Having spent ages chatting and drinking coffee eventually it was time to say goodbye and Tina and Chewy headed back to Somerset and we headed back to Essex. Brilliant weekend guys.

The engine is a 1500 for the Toledo rebuild, it's now safely tucked up, in the garage ready for a winter project.

A couple of weeks later on the 30th we headed out to South Weald Park Brentwood where Kev Todd from the independent car club, the Rebels, had invited us to join him at the Country Fayre and car show. Although it was the same day as Battlesbridge it was free and we had approx 50 cars on

GLOUCESTER

TSSC AREA NEWS



his stand With 6 or 7 being Triumphs. Janet and I dressed the age of our Triumph which went down well. We really enjoyed the Country Fayre, heavy horse display, birds of prey, dog show and many stalls selling all sorts.

November club day, Janet won't be there as she's marching at the cenotaph for the Wrens so, I'm in charge of sorting Christmas dinner for the 9th December at the garden centre. Choices should be known in October so just hopefully deposits.

Looking forward to the weekend, not long now, all money raised to the air ambulance.

Birthdays none to look forward to this month

September Loughton Classic Car Show

Sue & Mike attended their local car show in Loughton, quite



of few cars turned up early including two amphibious cars and several pre war. There



was free cream teas for all exhibitors and in one of the local venues there was live music. The show went on through

the day with a good rotation of different cars turning up and the show was put on to raise money for Help the Heroes. My GT6 mark 2 had plenty of interest from people. There was a Triumph Herald soft top and the owner said he might come and join TSSC Essex. Regards

Mike

Up and coming.

Our event 16/17 November, come and join us.

Club day 9th December Christmas meal

30th December Whitewebbs and maybe lunch dependant on numbers.

Allan & Janet

GLOUCESTER

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Hello All..... Weather is drawing in now and what rain we have had seems to be at a weekend..... bad planning!

We did have a dry but cool day when the 'Anti-Static' Gloucester Area finally did a static show.....



Cotswold Airport Revival Festival at Kemble was such a draw we decided to go for it..... and we survived.... It was amazing to see Coventry TSSC there as well so the TSSC was very well represented. A good show we had a very pleasant day

with just Seven cars booked in, a great pitch there was enough to see & do for the day, and without any planning we had a great variety on our 'stand' 1x Vitesse (Martin) 1x Stag (Angie and Jon) 1x TR3 (Denise and John) 1x Spitfire mk3 (Albert) 1x TR6 (Chas) with my Blue MK1 Spitfire the line up looked good..... The seventh one didn't make the grade but was seen later in the general parking eh Henry ...?? We did a 'tour of duty' in the ring to increase awareness of our fabulous club..... Watch the numbers swell now..... Always nice to see Guy & Suzie there with their Trade Stand, allowing us to stock up on a few items that we require often just to get us home!!

Lovely of Angie and Jon to attend wow that is one nice Stag thanks for joining us it was great to see your purchase and Jon's handy work..... Martin's very beautiful Vitesse drew a lot of attention on the day and it was one of the first public appearances of my Powder Blue Spitfire4 since a long off the road stint..... but it is back now so it got a few inspections there..... Still some fettling to be done....Thanks Matt for your help with some of them and Albert for those hard to find spares you provide.....

The White Hart Breakfast morning was a bit of a wash out but the Second Sunday in the month this is happening there are all Classics welcome, bikes & our hot rod friends from the Filling Station are in attendance also. Great location on the edge of the River Severn/Forest of Dean and well what a breakfast.....

Club night was busy, we made the Aviator's night but the car park was very bare of Triumph'sThanks Bev for making the grade.... So if you think you cannot come along due to the Triumph not being on the roadDon't wait Just pop along, particularly as winter sets in, come along in your modern, collect information and maybe a raffle prize (they are legendary ...!)

There have been a few cars for sale recently all finding new homes, 13/60 Convertible, Mk3 Spitfire, TR7, Vitesse, Herald Convertible..... and still a nice Herald saloon for sale. So if you are in the market for a project, runner or fully restored Triumph Shout up there are bargains to be hadFind out here first....

And there has been another 'dodgy' Bond imported into the area, my Triumph entering the territory alarm went off and a serial offender appears to be 're-stocking' Will we ever see it on the road..... ??

Hope to see you out and about in the forthcoming month

Janet

A few things on in November that you may like to join.....

November

Friday - Sunday 9th - 11th NEC

National Classic Car Show

Sunday 18th - Filling Station - Breakfast Meet

Monday 19th - Club Night at the Aviator

December

Sunday 2nd - TSSC HQ Christmas Open Day - Lubenham

IMPORTANT NOTE

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



HERTS & BEDS . . . ISLE OF WIGHT WEST KENT . . . M25 EAST

TSSC AREA NEWS

HERTS & BEDS Tel. 01582 750943
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Hello folks, summer has departed, autumns arrived, but don't let that stop you getting out and about in your Triumph.

I have written a summary of Duxford for Area Showtime but to be short and sweet 110 cars, 176 members, 200 cups of tea, 150 filled rolls, danish whirls and much more kept the girls busy in the gazebo, the raffle we shouldn't have went well with only a couple of re plays

The prizes (well we called it a prize giving) went without a hitch and I didn't win the Lidl Dremmel thingy I wanted and I also have to pass on thanks to all who volunteered and who worked away all day, and all the members from far and wide ...for attending ...so Thanks.

To add some flavour, a few Spitfires and Sally B were flying around in the sunshine, everyone had a really good day out, we picked 3 worthy cars as being loved rather than concours or specialist and presented some no cost spared flute trophies, they can adorn the little room, we like to give ordinary loved cars a chance at a prize

The prize winners were as follows;



1. Graham Shipman Triumph 2000 UUV 881F pre 1940 motor club Norfolk
2. Andrew Dutton Spitfire BTB 536J TSSC Cambridge
3. Andy Smith Vitesse DVV756J TSSC South Bucks

Twiddle Day Sept. 23rd was a weather dependant and we managed 13 members and one car , being Di Hanes 13/60 which we twiddled for most of the day.

The Rolls Royce trip 23rd Oct. will be over, with 24 members having driven up to the Blue Jay Inn at Derby and conveyed in to RR by Geof and Duncan who arranged this remarkable visit.

Christmas dinner 1st December is fully booked with 40 paid up already.

We hold our local **Herts and Beds AGM at 26th November**s pub meet at the Raven Hexton and have to vote in the Area Organiser and Treasurer, anyone wants to have a go let me know by **November 7th**.

The Pub Raffle keeps our funds buoyant, more news at the AGM but we are grateful for the generous support we receive from you all, we just don't know what to spend it on !!!

A secretary sounds a good idea ??? Regards from

Pete
and the team

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Some of us, especially Elaine, are using every opportunity to drive their cars, we had a blast along the Military Road to the Pearl Museum for breakfast in their cafe and were joined by Lance and 'Uncle Alan' as he was visiting for the weekend.

The pizza run was postponed due to the very windy weather and we had visions of our dinner being blown out to sea.

We have had a great year getting out and about and thank you for all your support, if you have any suggestions for places to visit or things to do please let us know.

I can hardly believe I am writing about Christmas already! We have booked our **Club Dinner for Saturday 15 December at 7pm at The Propeller in Bembridge**. They do require a £5 per person deposit so if you are interested in joining us then do let us know.

Our next run out is on Sunday 18th November for brunch at the Garlic Farm in Newchurch.

See you all soon. Happy Motoring!

Tracy & Elaine

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Not much to report this month. Duxford was a great show this year. Numbers seem to be dropping over the last few years, but really picked up this time. Great effortless run. Battlesbridge was a top show again this year. Three of us popped up, and the M25 lot had a great stand. Massive auto-jumble so with £200 in my pocket, I was sure I'd get all I needed for the winter jobs. Ended up spending £4.50.

Ken's TR4 is still away in resto, but Kristian's GT6 is back home, nicely welded up and ready for paint. Me? I fixed the Dolomites strange grind when I hit a bump, after 4 years. Replaced every suspension part I could, still there. Adjusted the back tie rods, and the grind moved to the other side, and the driving experience was terrible. So standard tie's back and new uprated rear springs. Bingo. Took the wife and dog to the Woolpack lunch meet yesterday, and lovely. Day was good, last lunch of the year. Phil was there, but other events meant the regular Triumphs were nowhere to be seen.

Also last weekend, Breakfast at the Woodman. Six of us made it with the clouds threatening. Welcome to Lee who popped over with his son, and a Mk4 Spitfire he had just purchased. Very sound car that could be left as original, or smothered with TLC for a cracking A1+ runner. Hope he pops to the meeting this month.

Meetings. I missed my first WK meet in 6 years. Dog Maisie had a nasty op so I had my nurse's uniform on, but very pleased to hear 6 people made it down. Wednesday I had some help so made it to Bodiam where apologies came from ChrisB and Alan, but we still had a great evening with 5 attending. Both the venues seem to be working well, especially the Woodman. There's still some regular faces from the past I'm hoping to see again, don't bring the Triumphs unless you want to, it's dark and dank so moderns are just fine.

You'll be reading this in Nov, **so there won't be a meeting in Dec, but were back on Jan 29th and 30th**, New Year new challenges. And thanks for the support this year, without it life would be pretty dull.

Colin

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Hello all you M25 Easterns, and others that are browsing. Welcome to the rip roaring write up for November. We managed to get out and about with our cars right up to the end of the show season, managing to cram as much in as possible.

MANCHESTER

TSSC AREA NEWS



We were out every weekend in September, doing a couple of small shows - The Kents Classic Car Show and The Essex Classic. Both were nice shows and well attended. Nice to see Dickie Boy and Lilley Boy, who we haven't seen for a while. Chris got himself a nice mug at the Kent Show with a lovely picture of his blue TR6 ?? ha ha.

The big show for the month was the Sywell Classic Pistons and Props up in Northamptonshire. We managed to get six cars there, which was good going considering the forecast was for high winds and rain.

What a cracking show though. Other than the classic cars there were a decent array of trade stalls, cars racing on the



runway, motorbike stunt displays, two static aero engines that were regularly run up - one being a Merlin and the other a Bristol Radial, both made a phenomenal noise! A vintage market was housed in one of the hangers and to cap it all a Spitfire and a Mustang regularly took to the sky for a demo, joined on both days by the Lancaster. Oh, and a nice bar that was very handy to warm up in. The camping was a bit windy, and cold for some - Paul and Lesley, but they have now been shown the delights and are in the market for a Dandy, you know it makes sense. The weather did improve Sunday afternoon which meant that the new Dandy awnings made by Malc and Donna could be tested. This talented pair might be taking commissions next year ha ha. There was some good live music in the evenings and a nice pub just down the road, where we ended up for dinner on Sunday evening. It was a shame that the weather wasn't so good but we still had a cracking time and will defo be back next year.

To round off the summer we had our usual club stand at Battlesbridge. 8 and a half cars turned out, the half being



Brians 'Nobel' Bubble Car that he's selling. We would have had an extra Herald but Jeff unfortunately broke down on the way and had to be towed home. The weather this time was kind to us which was handy as we could all inspect Kevin and Lisa's new Vitesse. Well, it looks like a good un with just a few bits and bobs to sort out. The Dandy's gonna be flying once he gets that towbar fitted. It was nice to catch up with Keith and Caroline with their Spit and Andrew was, as is now the norm, out in the TR4. The Herald, alas once again left forlorn at home in the garage ha ha.

A big shout out to Brian and Jean who celebrated their 51st Wedding Anniversary with us at Battlesbridge. The cake was lovely but didn't last long with



us lot lol. Congratulations you two, don't know how you've put up with him for so long Jean ha ha. So, now the shows are over it's time for that all important maintenance. Personally, I've got to renovate my steering wheel and I might even get round to fitting that new carpet set I bought all those years ago. No doubt there'll be lots of fettle going on in garages over the next few months.

Right, before I sign off don't forget this month is the Fireworks Bash round ours. Should be a good un with the usual fun and frolics and I've got a new fire basket that should stand up to the heat this year.

That's all for now -

John

November Events

Saturday 3rd - Fireworks Bash (The Hill Household)

Sunday 25th - Monthly Meeting (The Wharf)

MANCHESTER

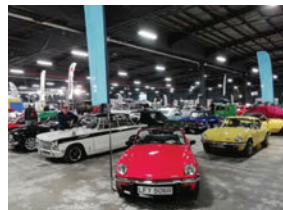
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Hi everyone, well as the leaves start to fall and our classic car season slows down, we still managed to fit in another big event on the 15th & 16th September. We had a stand at the Footman James Classic Car Show held at Event City near the Trafford Centre, we had a stand full with a good variety of Triumphs on display, the organisers put all the Triumph clubs together on the same display line so together the public had a great selection, showing all the cars of the Triumph marque.



We had our own Ian Hartley Trophy for the peoples choice of best cars on our stand, voted for by the visiting public as well as members. So congratulations to the following 1st Place Pete TR5, 2nd Place Geoff Vitesse, joint 3rd Place

Hugh TR6, Streve Vitesse & Ant GT6. see the photo of the guys looking well chuffed. It was Neils first show for his Spitfire 1500 "Bum" which is still a rolling restoration but shows us how far he



has come and the all the hard work he has put into its restoration and the public seem to like chatting about both finished show cars and ones currently in the restoration process.

Christmas is now beginning to be a thought in many peoples minds now, we normally have a night out to the Manchester Christmas Markets (all welcome), we have provisionally agreed the date of Saturday 1st December, however keep an eye out on our Facebook page for any updates. Christmas jumpers are compulsory lol, always a fun night out and also its Neil's birthday so we can celebrate that as well, hope you can make it.

Manchester Continues

We had a new member join our area in September, Paul Barlow who is in the early stages of restoring a Spitfire 1500 from 1979 which he purchased in July. He is doing a full body off rebuild, chassis has been stripped and repainted (see pic) in the next few weeks he will be working on the tub. Look forward to seeing him at the meetings and his car once its back on the road.



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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Hi Folks, Newbury cars had another busy month as the weather stayed relatively good although Autumn is with us. Our first club meet after the Lasham Glider Centre run was on the 12th September at the Five Bells, Wickham. We decided to take the Zafira as some of the roads are dark and we were unsure of the weather that evening. As we drove towards Newbury we were awe struck at the wonderful sky. The sun was setting but the sky still blue and scattered with pink clouds. We pulled up outside the Five Bells and were thrilled to see Ian's blue TR7 coupe alongside Nigel and Helens red TR7 convertible. At the meeting were Ian, Nigel and Helen, Lloyd and Debbie, Josie and Malc. The Five Bells is an historic pub which boasts its own brewery. The pub serves good food which some of us sampled and enjoyed. From the bar I chose three beers, a third of a pint each which consisted of an IPA, Bitter and a Stout all brewed on the premises. There are numerous other beers on offer as well as ciders, gin's etc. Nigel has made another purchase, this time a Fiat 127 Sport of which there are only 8 left, this was also one of Nigel's first cars. Nigel has put his welding skills to good use on the doors and will have the patched up parts re-sprayed. Lloyd and Debbie's red Spitfire will make half of its journey to Wales before they move. See Photo.

They hope to be in by the end of the month. We ended the evening with a cryptic quiz on towns and cities which everyone enjoyed.

A week later 19th Sep we were all together again to say goodbye and farewell to Lloyd and Debbie. The Rampant Cat is local for Lloyd and Debbie, this community pub is very popular and serves good beer along with food at certain times so if you are planning to eat there check first. Dave wrote 'Many thanks go to Lloyd and Debbie for being our A.O.s over the past three years, both bringing very welcome new ideas. We wish them well in their new ventures and hope to maintain



contact with them in the future. Lloyd and Debbie were presented with a wooden cheese/chopping board with mouse and a bowl with 1964 coin in the bottom.

At the meeting to say goodbye were Mary, Dave, Ian, Roy, Josie, Malc, Nigel, Helen and Andy, only Ian daring to bring his classic TR7 on a wet dark night.

23rd September we were all looking forward to Shalbourne but the second year in a row this show was rained off. A lot of rain Saturday continuing into Sunday morning so no Newbury cars attended. This is a brilliant show and we have enjoyed some wonderful times and weather in the past with a jazz band playing on the back of a vintage Rolls Royce, classic coffee bus, stalls and lots of different interesting vehicles. Put this one on your list for next year if you have never been before.

30th September at 11.00am we gathered at Waitrose in Newbury for Ian's second mystery tour, umm, but where was Ian? After a while wondering if we were in the right car park Ian finally arrived in his white TR6. With Andy and Thomas in Bond, Dave and Mary in TR7, Helen and Nigel in TR7 and Josie and Malcolm in TR7 the envelopes were handed out with map, instructions and final destination in case we got lost. We headed off in convoy through Donnington at 30 mph luckily as a police car was sneakily tucked away waiting to pounce on a poor unsuspecting motorist. Safely past him and up through Snellsmore common, Ian, Dave and Mary with tops down braving the elements the weather fair but with a chill on the wind. Our convoy looked good with white TR6, white BOND and three red TR7's. We drove on towards Leckhampstead and Firs Farm Browns Classic's, Chaddleworth and Brightwalton before turning for Farnborough and West Ilsley still guessing. The leaves on the trees were turning into Autumn colour as we drove through lovely country lanes passing by fields of horses and sheep. At one point we all had to turn around and we caught Ian looking at his sat nav, was our leader lost? Still not guessing the pub we drove on down through Stanmore direction Peasemore, was it the Fox? A very cunning route by Ian of about 22 miles but leaving us nicely positioned for an easy ride home. The Fox is a lovely family owned country pub serving good food with a loyalty card which Mary and I shared the points.



Over dinner we discussed a range of topics including future pub meeting places, the Christmas dinner, (can Nigel bring his Ukulele) and the possibility of re-introducing the raffle with donated raffle prizes. Ian gave us the latest wave of boat issues, the Juddery engine finally burst into life spewing diesel all over the cabin, the cooling pump was fitted the wrong way round, the apprentice? A red headed bolt found on deck was bolted on again between engine and gearbox, the shuttering refitted around the engine and Ian is all at sea. Well done Ian and let's hope you have many hours of trouble free sailing.

Meanwhile Robin had his own mystery tour in pursuit of a new tub for his Herald convertible. Robin wrote 'I had my own mystery tour last weekend. Off to Eindhoven with youngest son Joel in a van. We collected a tub for the Herald. For 320 Euros we got the tub, 2 steel quarters and a rear valance, all in pretty good nick. Crossing my fingers that the welder agrees'. Well Robin that much dedication needs to be applauded and is great to see the young ones taking an interest as they are the future.

The club has been looking forward to our last show of the

NORFOLK . . . NORTHANTS

year on Dunstan Green, Thatcham on the Saturday 6th October.....but the weather forecast is rain all day.

In preparation I started the GT6 and took her for a run, she drove very well and ticked over nicely so I treated her to a wash and wax. I hope the forecasters are wrong but I will report on that next month.

Up coming dates.

14th November, Club meet at the Cottage Inn, Bucklebury. 07.30 pm.

28th November, Club meet. Check facebook for venue.

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

Malcolm

NORFOLK

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Hi everybody, a huge thank you to Colin Cole for deputising for me and my apologies for not making the September meet as I was in Angouleme watching the racing at The Circuit Des Remparts. I can thoroughly recommend a trip to Angouleme in the south western region of France as the people are very welcoming the weather is generally quite a few degrees warmer than the UK and the racing is quite exciting with vintage and classic cars hurtling around the street circuit at ridiculous speeds.

Upon my return I spent a couple of weeks welding quite a few holes in the Vitesse and finally putting the recon engine and gearbox in. I was hoping to have the car ready for Club Triumphs Round Britain Reliability Run but was eventually scuppered by the braking system as I needed a new hand-brake cable and was unable to get the replacement in time. Needless to say the Vitesse is now on the back burner as I have decided to do some more refurbishment on the bodywork before she goes back on the road. It will never be a show car but hopefully it will be reliable and solid.

Congratulations to Christina Girling for joining the rest of us in owning a Triumph. Christina has just become the proud owner of a very nice Spitfire (see photo). I believe she was heard muttering the words "if you can't beat them, join them". Apparently a small caravan in russet brown is currently being sourced so that she can enjoy one of her favourite pastimes in her new purchase.



Due to personal commitments the **November monthly meet will be held on Monday 26th November** hopefully we shall have a good turnout as it is also the **AGM**. The AO's position needs to be decided and also the Treasurers as they are the only positions currently filled. Nobody will be press-ganged into doing something that they don't wish to do so don't be afraid to turn up on the night. However I would ask you all to consider offering your services as an events organiser it's not arduous as it's mainly a matter of collating the events that may be of interest to members and passing on the details to members.

I hope you have done more with your Triumph this year than last and next year we can do even more together. I'm hoping to use the Vitesse on a regular basis over the winter as I've missed driving it since the engine decided it didn't want to work as it should.

Happy triumphing, see you all soon.

Mike



TSSC AREA NEWS

NORTHANTS

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Playing a bit of catch up this month since I ran out of time to write a report last month. First a big thank you to Manchester Area for putting on another entertaining event, situated in a lovely part of the coun-



try between Nantwich and Wrenbury. The Drive out and foot rally around



Whitchurch gave us plenty to do on Saturday and a foot rally always gets you to see more of a town than you would normally. I'm still not sure about the karaoke in the evening, a few proving that singing is not their forte, but entertaining nonetheless.

We had the last Car and Bike meet at Earls Barton in September with decent weather and a good turnout I got to chat with a few people I hadn't seen for a while. One of these times I'll get to look at a few more of the cars, but it's often as much about meeting people as it is the cars.

Some of us

drove over to Duxford for the Herts and Beds Triumph day, which made for a



nice change as some of us had not been there for a few years. Rob helped out with a route and we had a nice drive over with 4 cars to add to the display.

In a departure from our previously annual trip to Sywell Classic, this year we decided to try another local event at Cranford which would have been a great event if it were not for the weather. There was plenty going on with arena displays, Tractors, Trucks and Static engines and more but unfortunately by mid afternoon many people and some of the traders had had enough and left. The weather for Sunday was forecast to be wet and it was until lunchtime which left Jane and Chris the only ones hardy enough to return for the second day, they were camping though. The afternoon turned out to be lovely and sunny.

We found out that the Rover 200/400 club were holding a BL rally at Milton Keynes Museum. We had a nice display in the courtyard area right near the tea room. As well as an interesting display of BL's wares, the museum itself has plenty to offer those interested in history and is well worth a visit on its own.

Northants Continues

Pat, John, Mike, Butch, Chris and I met up in Northampton to convoy to Eydon for their annual Village Fayre. We wound our way through beautiful scenery in the September sunshine. Upon arrival we were parked alongside other classics including some more Triumphs. Needless to say, conversations were struck up immediately. We were soon joined by Gus and Lorraine and Thomas and Jennifer from Oxford too. Stalls perused, lunch and the obligatory Lemon Drizzle cake consumed we spent the afternoon chatting and enjoying the sunshine. The best purchase at the Fayre was bagged by John and Pat as they made one of the non Club Triumphs that turned up into a Club car! So here's wishing them many happy comfortable miles in their beautiful 1500 TC. A grand day out all round

Jane

Our club night had a good turnout for the September meet with a quiz by yours truly. I think everyone enjoyed it, at least no one complained.

We meet at **Overstone Manor, Sywell. On the second Wednesday of the month at 8.30.**

Cheers

Nigel

Amazing how quickly the Scarecrow Weekend rolls up! What to do this year? Bernard though, as usual, came up with a novel idea and set to work making wings, tail fins and transfers of Airforce 1, Mr Strumps own private transport? Angie's blow up dolly(!) was pressed into service again and a wig purchased plus face mask (better than his real face), nice suit and tie courtesy Bernard extensive wardrobe and an American flag. The tail fin was attached to the boot lid of the blue and white Coupe and the transfers added. It looked brilliant! On the day though, the tail fin had to be removed as the wind strength (not Strumps) was to great. It did look very good and caused some ribald comments. My suggestion as to getting 3 blow up female dollies to put in with Mr Strump was voted a NO NO! as children might wonder the connection! The day went down really well with Nigel and Di helping out with BBQ and catering (thanks Angie and Martin who handled sales etc). Another good weekend for the TSSC.

John.

IMPORTANT NOTE

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

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As the dark nights start to draw in and the temperatures start to drop, some of you may well be considering wrapping their pride and joy up for the winter, while others will be planning the work schedule for the coming months, and others will just play it by ear, whichever you are its time to start planning for the year ahead.

We have already been discussing trips for next year, Silverstone is definitely on the cards for next year and the Laon Historic was also booted around. So plenty of time to get the cars sorted and work schedules planned if you want to attend any events.

September's show at Whitley bay was well attended even though a few of the regular attendees were missing this year, we had 12 cars on our club pitch, including Ian Longmire's 1940's? Austin, which has a Spitfire 1500 engine and gearbox fitted, he says it makes keeping up with modern traffic a bit easier, he has plans to restore the car and replace the original drive train, but when will that get completed, who knows?.

We were allocated a pitch next to the Stag Owners club whose cars were all lined up as if with a spirit level and tape measure. As we arrived the wind and showers were just starting to pick up, so our cars were parked in a random pattern and the important job of erecting the Gazebo took priority, what a blessing it was as it provided protection from the wind and rain and also gave us somewhere to cook our breakfasts and get the kettle on we even had an impromptu Strongberg Carb clinic going on at one point. The Stag owners were well impressed with our set up and even scrounged a cuppa off us. We also have a run planned out with them in October, so more news on that next month.

In September we also completed a run over to Talkin Tarn in Cumbria, it stayed dry most of the day with a few light showers but nothing too heavy, after a coffee stop on the way over and a visit to the Tarn we travelled back via Alston and a visit to the Heritage centre some of the scenery at this time of year is fantastic check out the pictures that Lisa posted on our club Facebook page.

Kevan Russell now has all cars running now, I went up last week and helped him sort out the GT6 as it hasn't run for over 18 months, a bit of fiddling and it was up and running, all he needs to do now is tweak the timing a little.

We have provisionally booked the **Travellers Rest** for a **Christmas meal**, it was proposed to do it on a Saturday night this year instead of our club meeting night, so I have booked for 20 places for **Sat the 8th Dec** which we can amend anyway, by the time of reading this I should have sent out an Email with more details.

Geoff

NORTHERN IRELAND

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Well here we are reporting on another month's events and meetings. Sat 15th Sept saw us on the Alan (F) run in the Mourne. As has become the norm on these runs we met at the car park in Comber with a very good turnout, as we always have on Alan's runs, with a little chat and get to know

NORTHERN IRELAND

you meeting, whilst a few of the ladies took the opportunity to "window shop" in the town. Leaving Comber on the Killinchy Road we headed to Lisbane and then on to Whiterock for our customary comfort stop and a photo opportunity to include the cars and their occupants on our run. As well as the usual band we were joined this month again by Ruth and Oscar, Valerie and Ernie's friends, in their very tidy Stag. Of course, we cannot forget that Alan (F) had also brought along his sister Edie all the way from Mackay, Queensland, Australia.



Back on the road again we quickly headed for the Killyleagh and Downpatrick area, scouting them to avoid the traffic, that then found us in the Saul and Strangford area of County Down. Next saw us travelling through the area of Ballycruttell, what a lovely name, Bright and Minnerstown locations which, to you and me, means the Bishops Court part of the county. It was at this time tummies started to rumble so we headed through Clough, before reaching our coffee break at Seaford. Alan and Pam had chosen the Butterfly House and Gardens there and it was certainly a good choice as the scones were good and there was ample parking space although the laneway was a little rough on the cars, and my chest! I am aware that it is to be sorted this year. A good location should you be wishing something more substantial. No time today to see the butterflies or a visit to the gardens.



Back on the road again to Clough village and then past the very aptly named French's Restaurant saw us travel to Maghera, the Down one. Then on to the hillside village of Bryansford before, as they say, taking to the hills along the side of Tollymore forest park to the high Mournes. A little variety here as we took part of the scenic loop that gives you a much closer look at Slievenaglogh mountain, Hares Gap and Slieve Bearnagh. Just a little piece of useless information here – Slieve in English means an Irish mountain – so there you go! Back on the B180 again and then the B27 saw us arrive at the carpark at Spelga Dam for a quick comfort stop and a walk-about in very stormy weather.



Taking the back route to Rostrevor and Kilbroney areas from the dam brought us to the head of the town. This is a good route to use on the day of the car show in the village. A not so quick run along the coast road, due to tractors, through Kilkeel, Ballymartin and then on to Annalong for our evening meal at The Gallery. Thankfully we had, by prior arrangement, special permission to use their carpark as the area was very busy being a Sat evening and the restaurant very popular. We had booked our seats in advance too so were very quickly seated, after passing the long queue waiting outside. Orders taken very quickly, and this ranged from gammon, jumbo fish haddock, Hawaiian chicken fillet burger,

TSSC AREA NEWS



crispy chicken strips, spicy savoury rice, haddock goujons and homemade lasagne with chips and a choice of breads, never mind the pensioners special that was ordered. All served very quickly, by attentive staff, with no one having to wait, and at a very reasonable and competitive price. We are a very diverse group, as you all know, and I heard not one murmur of complaint from anyone - nothing but praise. Well done again Alan and Pam for a very good spot. Like a lot of people, a meal isn't over until you have a sweet/dessert so off we went again and this time the stopping place was THE ice cream shop of Morelli's in Newcastle with its very good selection to add to the waistband and, we did ourselves proud.

The "official" run was now over so we began our separate ways home. Heather, Simon and I, joined by Stephen (K) in his Spitfire made our way via Clough, again, and then on to Ballynahinch and Lisburn before joining the motorways to Ballymena. Thankfully this time we arrived home without incident or any phone calls! Our Oct monthly meeting was, believe it or not, well attended even though, of the regulars, Alan (F) (on hols), Laurence, Brian (S), as well as Alan (For), were missing. We were also joined by a returning member, Barry (F) – welcome back. The meeting place was a wee bit noisy due to an important football match on the TV, but we managed to get the business done that included updates from Frank on his pickup and Simons Spitfire and other related matters. Peter (M) gave some details of his run later in the month and we got further information about the Herald Barry bought from down south. He is so in love with it already that he has named it TINA - Triumph In Need of Attention. He has it already through the Mot centre and the paperwork nearly sorted and, knowing Barry, it won't be long before it's on the road again. Remembering his immaculate GT6 it will be well worth waiting to see. Just as an aside Nathan has found he provisional licence again so expect to see some progress in the coming months bearing in mind he has already, of course, a Triumph bought. What is that expression – like father like son! Watch this space I warn you.

A now a bit of good news for the club – a change. About a year ago I was contacted by a lady called Shirley who was getting married at the start of Oct this year and was looking for a Herald convertible car and driver to assist. Well thankfully Alan (H) was able to assist and I have attached a happy photo with her and her father, who was a Herald owner. Sorry no photo of Alan with them that would have added to the happy occasion. (Photo 4 here)

Well that's about it for this month other than what is happening in the next month or two. Our "New for November" run takes place on Sat 3rd in the capable hands of Mark (Ra), details later, with our monthly meeting on Wed 7th Nov at Nortel Social club. As I've said too much recently The Courier may not reach you on time for these events, so I will send out email reminders nearer the time. Our last event for the year will be our AGM on Wed 5th Dec when we will select our office bearers for the incoming year. This is usually a relaxed affair and is also used as an early planning night for the year ahead. So, come along and make you vote count and give you opinion on what we should be doing and when.



Douglas.

TSSC AREA NEWS

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.

November 21st Notts Meet

December 5th Wednesday our notts Christmas party not to be missed at Sandy Pate Mansfield stags football ground, lovely food, three course meal, games and disco for afters. Full menu on NOTTS Facebook page or contact us for more details. We need numbers ASAP child menu available. £15.95 for 3 courses £12.95 for 2 courses and child price is £5.95 (Come on you know you want to).

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.

Cheers

Nigel and Di

OXFORD

Tom Tel. 07972 039532

Tom email: imp64@yahoo.co.uk

Oxford Area October meeting notes. It was a dull evening threatening rain but still surprisingly mild for an October night. We had 9 members and one visitor around our table (oh, and one dog of course). One member gets a special mention as he came in a GT6, the only Triumph of the evening. We had also two Mercedes and one Jaguar XJS (mainly because the TR7 was in a very sorry state after being seriously damaged whilst in for repairs!) CHR did us proud again by bringing in a load of out of date classic car newspapers and magazines for those of us too stingy to buy the latest editions! I jest of course, but they are a welcome read.

We trust that everyone had a good evening. The food as usual was excellent. We are getting to the end of the season now so no events or ride outs planned.

For pictures and updates see our Facebook page TSSC Oxford.

Tom and Nick

PETERBOROUGH

Tel. 01778 560507 / 01780470358

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

We have been really lucky with the weather this year and once again our October meeting fell on the first day of a predicted spell of 'Indian' summer for those of us in the Peterborough area. I was not so lucky with this meeting as a last-minute work problem kept me at my computer far longer than I had planned. By the time I had wrapped some raffle prizes I was already very late, and I eventually made it to the Five Horseshoes by about 9:20pm. Fortunately there was still plenty of food left, despite a good turnout of around 19 members. Perhaps they weren't as hungry as I was!

There was still much talk of the fabulous presentation last month by retired Vulcan pilot Captain John Connelly, and

Doug confirmed that an initial approach has been made to see if we could get a Lancaster pilot from the Battle of Britain Memorial Flight to perhaps come along to a future meeting to address us. There does seem to be quite a strong aviation interest amongst us, and one of the really good suggestions made on the night was to look at a possible day out to visit the Lancaster at East Kirkby for half a day and then possibly move onto the Bubble Car Museum which is now relocated at Langrick, just a few miles away from East Kirkby. Sounds like a good plan for an interesting day out so watch this space for more news.

We did put out a news bulletin regarding the planned talk on Scalextric Slot Cars by Doug Kendall. Doug had originally planned this for the October meeting but due to a need for more research coupled with other commitments, we have rescheduled this for our February meeting. Sorry if some of you did not get an email from us and were expecting to see Doug and his model cars on the night.

Doug Kendall did however recently run another successful trip out to Arbuckles Diner near Downham Market for a relaxed Sunday morning breakfast with live Jazz as the accompaniment.

Sadly, I was unable to attend but Doug Balderson and Stephanie did, and Doug has put together a brief report as follows:

'7 of us met up in front of Thorney Abbey - a medieval monastic house

opened in 970AD for the history buffs - on Sunday the 7th at

9.00am for our drive to Downham Market, to once again enjoy a Jazz Breakfast at Arbuckles Restaurant. Yes, you read that right. There is live Jazz music to accompany your breakfast on the first Sunday of every month with a selection of food from a bewildering menu. Oh Yes, they have a wonderful stock of beverages and a list of over 40 cocktails - possibly for the navigator of course - for refreshment before or with your meal!!! Next door is a garden centre where you can walk a few calories off and do some early Christmas gift shopping. Steve certainly did - I hope Karen will appreciate the bird box. Something for everybody. Though we were small in numbers we were joined by a Member of CoM Neville to keep us in order. Probably you will join us next time? Poor Neville had a bit of an eventful trip with the Herald cutting out when the vehicle stopped at a junction, but we hope he can get it sorted properly very shortly.'

Next month our **November meeting will be on Monday 12th** and this is of course our all-important area AGM. Please do try to attend. The formal business is really very short (usually) but it is an opportunity to bring up anything you feel you would like from the club. If anyone would like to be considered for a role in running the area, then it is also an opportunity to put yourself forward for this. Doug and I have been jointly at the helm for about 16 years (too long!) and we both feel an injection of new blood would be welcomed. But who?

Finally, there has been a very positive response to the **Christmas party, which we will be holding in the Bluebell Inn, Woodgate, Helpston, PE6 7ED on Monday December 10th**. We are very nearly at capacity on this so if you do want to go please get in touch with Steph or Doug urgently to see



SCOTLAND CENTRAL SCOTLAND NORTH EAST . . . SOUTHERN

if we can squeeze you in.

That is all for now – we look forward to seeing you all for a noggin, natter and nibble on Monday 12th November, at The Five Horseshoes, Barholm, near Stamford, any time from around 8pm. Newcomers are always most welcome.
Cheers

Paul

TSSC AREA NEWS



Triumph motorcycle dealership, same as last year. Please mark this in your diaries, get along and help shape your club area for 2019.
Best regards

Colin

SCOTLAND CENTRAL

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www.facebook.com/groups/TSSCScotland/



Here I am on my second area report this year. Michael has rather a lot to deal with this month including a family bereavement. Michael, please accept our sympathy and condolences for your loss from all your TSSC Scotland friends.

The show season is now over in Scotland after a busy September and early October. Michael already reported on the Bo'ness Hill Climb Revival that kicked off September in last month's report. Then some members, Alan Wells, Mark and Jacqui to be precise, attended Hopetoun House and of course followed by our popular monthly Breakfast meeting that was well attended again. To end September nine cars accompanied by their mini-me's turned out for the Distinguished Gentleman's Ride (DGR), Vintage after party, held at the Triumph Motorcycle dealership just outside Glasgow. What a show it was, eight hundred motorcycles took part in the day, many more worldwide, all in support of Prostate Cancer. I believe in excess of £23,000 was raised. Great to be part of the day with a jazz band, great food and hospitality from the Triumph Dealership. Alan Chappell, Iain Macpherson, Ken Robertson and Alison Anderson all dressed to fit the mood, with all four looking more than distinguished in their suits, ties, jackets, bow tie and summer dress (for clarity Alison was in the dress). Well done guys you all looked very dapper.

Our annual Curry night, at The Zyka Bar and Grill, saw ten members turnout on a night of traffic chaos through the city. Great night and good food although there were a few mumbles about the price. I'm not naming anyone Brian.

The East of Scotland meetings are going well. Almost 30 people attended from the TSSC, Stag Club, TR and 2000 register at the 8th October meeting. Allan Wells is looking after the TSSC side of things there. Time for an Area Organiser?

Car news: Peter McKenzie brought his Herald Estate to the DGR. He has a problem with his refurbished wire wheels loosening off. He has also acquired a type D overdrive.

Ian Osprey has completed and passed an MOT with the white 13/60 convertible he has been restoring. Hopefully looking forward to seeing it at one of our meetings.

There is a Dolomite looking for restoration in the Glasgow area. Contact Mark or Jacqui for contact details.

Remember our **Annual General meeting is coming up on 1st December** and there will be no Thursday night meeting that month. The location will be the conference suite in the

November Items:

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

East Club Meet is at The Hawes Inn South Queensferry EH30 9TA on Monday 12th November at 8:00pm

Breakfast Club Meet at the same venue on the 3rd Sunday of the Month 18th November 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, as I write this in early October we have just had the first of the council salt and grit spreaders on the local Aberdeenshire roads, so I for one will not be taking my classics out until I am sure the roads are salt free.

Winter projects for me are to do some work on the Spitfire. It needs some serious cleaning under the bonnet and also I need to fit replacement carpets.

Our next club night meeting is on Thursday 29th November at the Fourmile House, Kingswells. Please also note that there will be **no meeting in December** and our **first meeting in the New Year will be on Thursday 31st January** where we will be at the **Fourmile House**. This will be our planning meeting for our 2019 events

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.

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>

That's all for this month.

Danny

SOUTHERN

Tel. 01252 722432

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

Hi folks the season is drawing to a close, the nights are drawing in rapidly but there are a few shows left.

Saturday 8th September saw David in his TR6, my friend John and I in the Stag embark on a 2 hour journey down to Laughton in East Sussex to attend the Autumn Show. On arrival we were parked up in the same area as last year although the layout had been tweaked a little. A very good all round show, well attended by all sections. David was experi-



SOUTHERN . . . NORTH STAFFS

TSSC AREA NEWS

Southern Continues

encing a clutch problem on the way home but made it, on investigation it seems like a new clutch is needed.

Sunday 16th September saw the annual Surrey classic vehicle show held at the Rural Life Centre, Tilford. This show gets larger and more diverse every year, well worth attending. We parked u in our usual spot, the all Triumph pitch. A good turn out of club members – Barb and myself Stag, Peter TR7, Mike and Karen Healy 3000, David and Jackie Stag, Tim and friend Stag, Vanessa Mark and kids 2500s joined by a good contingent from the Thames area – Mickey Vitesse, Julie Herald, George Vitesse, Martin and Cynthia Spitfire. Also on our stand was the Dolomite Club with 6 cars. Nice weather and enjoyed all the show.

Saturday 22nd Barb and myself made the short journey to Alton to attend the Herald Alton Show. We were second car parked in the square to be joined later by the cars that had completed the run from Lasham. There was not the attendance as in other years. I think everybody had seen the weather forecast and cried off. We were joined by David and Wendy who were parked up in Market Street. Not so many cars parked up in the square and it seemed to lack the atmosphere of previous years. As predicted the rain started about 11 o'clock, we all had a wander round the streets to see what was on offer with brolies up. After this there was nothing else for it but to adjourn to the Market Hotel for a pint and a bowl of chips, both being of good standard. After leaving at about 2.30 it was still raining and many cars had departed, music was abandoned so we said our goodbyes and proceeded home picking up fuel on the way ready for our next journey.

Barb and I attended the last car show of the season for us on 23rd. We made our way down to Kingsfold on a dry day with the top down. We had an exceptional run down with the road clear of traffic and I could drive at my own pace so rarely encountered these days. We arrived about 9 o'clock to be parked alongside a MGBGT, at least it was a V8 version. Soon after Mark and Jackie pulled up alongside us in the Vitesse. Mark, Vanessa and kids were exhibiting their classic caravan. A good diverse show as usual. Quite chilly although not so bad when the sun came out. We did our stint in the arena, drove home soon afterwards with the top down. I must say a lot slower this time.

All for now

Mike

What was that you said Paul?

As I was "absent presumed having a good time" I missed the September Regular meeting, so I can only presume it was as well attended as usual. The Thursday Roaming meeting was at the Bat and Ball, Hambledon, and again was well attended for a dark drizzly evening. In fact it was getting a bit cramped in our little corner.

The regular meeting at the Stars for October, we had seven club cars out front including Clint's MK2 Spitfire based Gitfire, which looked stunning and also a 1200 Herald convertible which looked very nice..

Jackie and I were planning to spend the weekend at the Kingsfold, but unfortunately both the caravan and the TR7 weren't up to the job, so we ended up running out with the Vitesse.

Up and coming events

4 Nov • The Footman James Classic Vehicle Restoration Show, Bath and West Show ground,

BA4 6QN

November 6th Regular meeting, The Seven stars, GU32 3PG

**9th,10th,11th Classic car show, Birmingham ,NEC
18th Sunday lunch Meet, The Fox, Bramdean.**

SO24 0LP

**December 4th, Regular Meeting and Xmas dinner ,
The Seven Stars GU32 3PG . 7PM for 7.30 start, PS**

don't forget you secret santa present

**26th, Boxing Day meets at Wickham Square and
Romsey central car park**

**January 1st, Classic car meeting at The Elsted
Inn, GU29 0JT**

That's all for this month Folks. Take care.

Mark

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Hello all. Things are now winding down as we start thinking of Christmas, the clocks will now have gone back bringing those long dark cold nights and all we really want is a holiday in the sun, but what we get is freezing cold garages and ice on the windscreen.

Still, it gives us time to work on our cars and get some of those jobs done that were put off in the summer as it was too good to waste those wonderful summer days laying around under a car instead of in the driving seat.

Talking of seats I doubt if I'll have time to strip and refurbish the Stags seats but hopefully, I might get around to fitting some sort of seats into the Vitesse.

However, I have had to leave the bonnet of the Vitesse unfinished after many hours filling and sanding I thought it looked pretty flat in grey primer.

That is until I laid some colour on, it was not a pretty sight many imperfections appeared as if from nowhere so, for now, it's resigned to the back of the garage whilst I rebuild the driver's door and start refitting things like heaters steering racks, brake and clutch master cylinders and other running gear.

I'm told that Andy's Spitfire is due to get full bodywork and paintwork treatment plus new interior trim along with rebuilt seats and new covers, should look fantastic when done.

John is also about to start a full restoration on his MK2 Vitesse convertible.

The weather was not that wonderful for the North Rode show so attendance was on the low side but OK, some of us did leave early for a trip into the peak park for an early tea at the Roaches Tea Rooms which are recommended.

The weather also again left the Peak and West Yorkshire run postponed again, so it's looking like next year now when another attempt will be made and hopefully, we can get a few more interested in taking part.

I will be sending out invitations to our Christmas meal soon, which this year we are returning to the George & Dragon (our normal meeting venue) for the meal.

If you have not received an invite and would like to attend please get in touch, the date will be Wen 19th December, so put it in your diaries.

Nov: Meeting Wen 28th

**Dec: The last Wednesday is Boxing day so our
Christmas meal will be on Dec 19th.**

Cheers

Dave

SURREY EAST SUSSEX . . . WEST SUSSEX

SURREY

Tel. 07900 657176

H Dear all and Bob, well we can say goodbye to the summer but as I write this I am basking in 23 degrees. We had a good drive out with the Lions last Sunday and poodled around the Sussex countryside. Very pleasant and the weather was on our side. Bob was in his E Type, that's a large Triumph with a 4 foot front blind spot. I took the Spitfire which behaved itself admirably and probably broke the odd speed limit. Our navigators were a couple in their 1930s Alvis both in their 80s so that's reassuring.

A few other folk from Le Mans; Graeme and Clive who are sort of Triumph members. On that note we met last time on Tuesday as planned, albeit a little confused as we juggle for top spot with a quiz night, but we got through it and it should hopefully be ok. A good turn out and I note Michael has purchased a Vitesse (man after my own heart) with the help of his trusty steed often to be seen in a TR4. So the brakes don't work, what's new!

I mentioned that I found a Triumph Mayflower wrecked on the Isle of Samos in Greece and blow me, there was a fine working example at the drive out last week, sadly photos still on my phone.

Jeremy is filing for bankruptcy have almost finalised the body work on the GT6, the pictures look great and we look forward to seeing it, perhaps at the next meet. I took my offspring to Loughborough Uni last week and took the opportunity to drop into HQ at Lubenham. I was very impressed, loads to see including kipper split cars and fine old examples (not the staff) We were a bit short on time but did see all and said hello to Angie and Bern.

We need to plan a drive out before Christmas, the weather is usually crisp but dry and I am sure we can locate a pub to have lunch en route. Something for the agenda next meet. (It will have happened by the time you read this). Paul is continuing his search for an apprentice to reconstruct the GT6 and I am considering putting heating in the garage to keep the boys warm.

Onward to Botley Hill Farm pub on third Saturday morning of the month for breakfast.

All the best

Cliff.

EAST SUSSEX Tel. 01273 813691 e-mail: chris-gordon@live.co.uk

i all. First up this month, most of you have probably received an email from Angie at club H.Q. regarding our Christmas dinner, this year we are going to the Highlands Inn, Uckfield, on Sunday 9th December at 3p.m. if any of you would like to come and join us, I will need to know as soon as possible. so please contact me on the above number, or at the next meeting.

Other news this month, on Sunday Sept 30th, some of us from our branch, attended the Uckfield Rotary club, annual drive around the Sussex countryside, starting at the Half Way House, Uckfield, and finishing back there for a Hog roast, unfortunately, I started, but didn't finish. I decided to drive my 1500 Spitfire, which has been suffering from a grumbling drive shaft u.j. when part way round the drive out, I took a corner and encountered a bang, from the rear end, I slowed down, but the car still seemed to be driving ok, so decided to press on and investigate back at the finishing point, but about half a mile further on another much louder bang happened while exiting a road junction and this time, I had no drive and with

TSSC AREA NEWS



the help from two members and with some difficulty managed to push it off the road, into a pub car park, where I was able to examine the underside, to see the nearside driveshaft in two halves the U.J. had broken and come apart, so for me it was game over, it was then a wait for over 3 hours for recovery. Thanks to Martin and Richard for helping to get the car to a safe place. Morale of the story is investigate any horrible noises and don't ignore it, But the good news is one week later and both driveshafts are rebuilt and back on the car, and the car is back in action.

Thanks again to Pete for all your help.

The October meet was very well attended and I hope to see you all at the **next meeting on November 7th.**

Cheers for now

lan

Forthcoming event
Christmas Dinner Sunday 9th December
At the Highlands Inn. Uckfield

WEST SUSSEX Tel. 01403 253034 e-mail: nigelayre@hotmail.co.uk

Well what a brilliant summer we've all had down here in the South of England, so much so I have not even had time to write a monthly article for some 3-4 months! Apologies for that, so let's try and rewind back to pre Le Mans Classic in the Summer. Several of the West Sussex group travelled down to this brilliant weekend, I think we had a total of five cars down there on the Tetre Rouge campsite and out of these, four cars went out on the famous circuit for three laps on the Saturday morning. Lovely weekend, good new friends and acquaintances made, roll on 2020.

Our venue The George & Dragon, Dragons Green, nr. Horsham is a great venue and John & Simon the landlords do their best in sectioning off part of the car park. This year they have added an outside bar and decked marque which has a direct view onto our "Triumph Only" parking area which adds to the ambience. We've had many floating Triumph visitors during the summer over the last few months, and our "local numbers" are also increasing. Several of us have visited neighbouring areas also, including Thames and Southern areas, which have been very enjoyable on Summer evenings. Indeed the Southern area involved the yearly meet with the Local MG club, where we helped this year in having more Triumphs present than MG, turning around the results of last year! We also now have a "Cover Girl" as she is now known with Jess and her red Herald on the cover of The Courier in front of HMS Queen Elizabeth at Portsmouth, it's nice to know for a fledgling area group we do seem to be making our stamp out there!

I am now fully trained up and have been signed off to value our cars for TSSC approved Insurance companies, so please let me know if you do join us on one of our meetings looking to have our car valued and I can be prepared with the paperwork!

On the subject of our monthly meetings, by popular agreement as of October 2018 our date is going to be re-scheduled to be the 3rd WEDNESDAY of every month at The George & Dragon

This has been a fairly popular decision by all as previously our old day clashed too much with our members and commitments. This will also enable us to also visit other adjacent areas who also hold on Thursdays and gives us a little more



WEST SUSSEX THAMES

TSSC AREA NEWS

West Sussex Continues

manoeuvrability, and visa versa, in the long run we can do more with our Triumphs!

Our last meeting in September we had two more new members along, which included a very interesting left hand drive UK registered Spitfire MK4, and the owner of a GT6 being brought back down from Lancashire and now being rebuilt by his son Howard down here in Sussex.

We must also welcome Ben & Becks who have just bought a Herald 13/60 convertible which had basically only covered a couple of hundred miles in the last few years and bravely drove it back to Sussex from up North, it made it too! Funnily enough Ben is actually the Landlord of local rival pub approx 3 miles away but loves to bring the Herald out, in fact almost daily I believe. Looks like we may have a "back up venue too with welcome Triumph parking also!

Right that's about all I can remember now, and hopefully now I've retired from the daily grind of travelling to London every day I can give myself more time to write our West Sussex blog.

Nigel

THAMES

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Sorry I missed last months report. We have been to the Cranleigh, Aldershot & Tilford shows. Sad news was the short illness and passing of the White Doves show organiser. This has been a very popular show with Thames & Southern Areas, and was missed as it was cancelled. Our Triumphs are both going well, with no issues.

Time is here once more to choose an AO for next year, where I am happy to continue, I do think some new blood would make a good change and I would give my full support. So, don't be shy if you would like to take the helm. We also need to choose a venue for the New Years Meal, please let me know your idea's

SOCIAL EVENINGS

2nd AUGUST@ THE FAIRMILE INN, COBHAM. With the summer still in full flow I am in the Vitesse heading to the meeting, were I meet up Martin & Cynthia, Graeme C, Chris C, George B & Martin F, we also had a visit from Nigel & Jill, Barry all from West Sussex Area & Andy C the GT6 reg. So, it was a very busy evening and we had a lovely bunch of Triumphs on show in the car park, these were: - Chris C Spitfire Mk3, George's Vitesse, Martin's Mk2 2000 saloon, Andy's GT6, Barry's Herald, Nigel's Vitesse & my Vitesse. Work on our Triumph's has been, Martin B has fitted new fuel lines and clips to his Spitfire 1500, Graeme's TR6 needs a new ignition barrel as his old one is playing up. Julie's Herald has new oil seals on it drive shaft, and new brake shoes for its MoT. We had a lovely evening sitting outside, thank you all for coming.

16th AUGUST @ THE GEORGE INN, WRAYSBURY. There was some rain in the air this evening but I braved the elements in the Vitesse with the roof down. To keep me company tonight I have the pleasure of, Tony H in his Stag, Graeme in his TR6, Doug in his GT6, George B, Jay, Eric & Mike H. Work on our Triumph's has been, Graeme's TR6 has now got a new ignition barrel, Jay has replaced the bent conrod on his Spitfire & is assembling the engine once more. Eric has stripped the brakes and clutch on his Spitfire Mk IV and has rebuilt them. Doug has had his GT6's exhaust refitted.

6TH SEPTEMBER @ THE FAIRMILE INN, COBHAM.

Another damp evening on the way to the meeting. Inside the dry warm pub, we have George B, Martin F, Chris C, Richard E, Julian & his friend Roger from MG OC. Triumphs in the car park were Martin's Mk2 2000 saloon, Richard's GT6 Mk3, Julian's Spitfire and my Vitesse. Work on our Triumph's has been, George has recharged his Vitesse battery. Martin has a new accessory for his 2000 saloon it's a 1981 caravan. Richard's GT6 has a slight rumble coming from the rear, fitting a radio was one option to hide the issue. Julian Spitfire now has a red rotor arm and cured its random brake downs. A lovely meeting with lots to talk about.

20th SEPTEMBER@ THE GEORGE INN, WRAYSBURY. With Julie at my side we head to the meeting in the Vitesse. We meet up with John P, Richard, Tony H, Graeme C, George B & Mark L. We had a Stag belonging to Tony and three Vitesse's belong to John Richard and myself. A shower of rain saw John and me rushing out to put up our roofs. Work on our Triumph's has been, John is trying out a prototype wind break on his Vitesse. Tony fitted a new chrome quarter bumper and over hauled the hand brake on his Stag. Mark is looking forward to getting a MoT and driving his GT6 once back home. Great company and meeting.

SHOWS & EVENTS.

12th AUGUST. GRANLIEGH LIONS CAR SHOW. Julie is in the Herald following me in the Vitesse as we have a pleasant trip to the show ground. We soon find the TSSC club stand and park up. There was a strong smell of petrol coming from the Vitesse and once with the bonnet open, I found the rear carb was leaking. The float bowl was removed and cleaned and hopefully the leak cured. We have a refreshing cuppa and chat with friends on the Stand from Surrey, West Sussex & Thames Areas. Triumph's on stand were, My Vitesse, Julie's Herald, Nigel's Vitesse, Dave's Dolomite Sprint, Karen's Mk1 2000 estate, Will's TR6, Adam's Mk1 2.5PI saloon, George's Vitesse, Graeme's TR6, Bob R Vitesse, Barry's Herald, Gordon's GT6, Cliff's Spitfire, Another Spitfire whom I did not meet. Other friends there in Triumph's were Mike & Barbra in their Stag, David in his TR6 & Wendy in her Spitfire Mk3 from Southern Area. Jez was in his Courier Van selling Patteson's Original chutney's, pickles and preserves. Triumphs on show were 8 Herald's, a GT6, 3 Vitesse's, 16 Stag's, 8 TR6's, 4 Tr4's, a TR3, a TR2, 2 TR7/8's 2 Dolomite's, 2 big saloons. There was a good amount of auto jumble and traders, refreshment stands. As usual a great day out with wonderful company.

8TH SEPTEMBER. ALDERSHOT TOWN CENTRE CAR SHOW. Julie & I arrive at the meeting car park in our Herald and Vitesse, before moving in small groups into the pedestrian precinct. George was parked up further down in his Vitesse. There was an overflow parking on the green near the car park, with over a 100 cars on display. It was a lovely sunny day with the bonus of being able to do some shopping parking free. It was made better meeting up with Ray & Gloria, whom we had not seen in a long while. Ray is now retired and still has his TR6 & Spitfire 1500.

16TH SEPTEMBER, TILFORD RURAL LIFE CENTRE. On our way to the show we catch up with George in his Vitesse, our short convoy of Julies Herald and my Vitesse we soon turn in to the Museum grounds and park up into the usual spot opposite the café under the trees. With help we soon have the event shelter up and relaxing with a cuppa. Next, we put out the TSSC banners and flag. We are sharing the area with the Dolomite owners club, they have 2 Sprints, 3, 1500 HL & a 1300 FWD on show. We are fielding from Thames & Southern Areas, Martin & Cynthia in their Spitfire 1500. Graeme's TR6, George's Vitesse, Peter's TR7, Mike & Barbra's Stag, Mike & Karen's Healey 3000, Mark & Vanessa's 2.5 Mk2 saloon, Jerry's Vitesse, Derek & Jackie's Stag. Off stand we had Dean W Vitesse, Mike & Jasmine's 2.5PI Mk2 Estate & Jez was in his Courier Van selling Patteson's Original chutney's, pickles and preserves. Other Triumph's on show were a Renown, a Herald, a 2000 Mk2 saloon, a Burlington, a Vitesse, a TR2, a TR3 & 4 Stag's.

NORTH WALES

We got some bargains in the auto jumble for Julie's Herald, A low tone horn which we fitted with a set of spanners and socket set we got from another seller. Julie got a big bag of Giggie Pig sausages, I got a pint of real ale. George had a lovely lemon cake to share we all had a wonderful day there.

Our next meetings are now: -

**1st Thursday of the month at The Fairmile Inn
Cobham.**

**3rd Thursday of the month at The George Inn
Wraybury.**

If in doubt or more info please call me on 07773623807

UPCOMING SHOWS

NOVEMBER

4th Classic Breakfast Brooklands

**9th/11th Lancaster Insurance Classic Motor Show NEC
Birmingham**

Mickey & Julie

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

Hi, everyone. September started off with the annual Potteries Charity Road Run on Sunday 2nd, organised by the Cheshire M.G.O.C., but open to all makes of classic cars. We took our Stag, and went via Joan's to travel to Gawsworth Hall, where we met many of our M.G. and Triumph group for the morning refreshments, collection of the route plans and buy tickets for the enormous raffle, tickets being checked on our arrival back at Gawsworth. The route of 74 miles took us on some wonderful roads with spectacular scenery of open moors, woods and rolling hillsides, avoiding many main roads and towns. On return to Gawsworth we all settled down to enjoy our picnics with the weather, once again, being very kind and enabling us to have the roof down for the entire day. It was a very early start, but well worth it, and of course all money raised goes to three charities, these being the Donna Louise Hospice, Air Ambulance and Blood Bikers.

On the same day it was the Cholmondeley Show, and a small number of our group went along to this.

Tuesday 4th was our meeting night, and this was well attended, as usual. M.G. Richard and Helena went over the events gone by, and then moved on to the future ones. The raffle was, once again, very interesting with some good prizes. Another smashing night of chat and laughter!

On the 18th we had a WOFFAL. This was organised by Julia and Alan, and rather different:- several of our group met at the Grosvenor Garden Centre where Julia handed out our instructions. We all went on to Gresford and parked up in the car park by the lake, and from there we all set off on foot looking at our instructions and filling in the answers to the questions as we walked the village:- quite a challenge, but really good fun. When finished we returned to our cars and drove to the Trevor Arms for lunch, but before the meals were brought out we all swapped papers for marking, presents being awarded to the winners and the runners-up. Everyone tucked in to their meals, which were excellent. The whole day had been so enjoyable, a big thank you to Julia and Alan for such a great idea.

Sunday 23rd September was the first Classic Car and Bike Show at Chester Lakes, a very attractive site bordered by the A483 and the railway line to Chester, but you would never know it as the planted trees screened both. The lakes are all man-made to create a popular fishing venue, and done very well. The show was organised by West Cheshire M.G.O.C., it being a Cheshire Candles Charity Event, but they welcomed all makes of vehicle which made for a very good event. There was no entry fee, but it was supported by the Cheshire Fire and Rescue Service and Cheshire Constabulary with all raffle ticket money and donations going

TSSC AREA NEWS



to The Fire Fighters Charity. It was a very mixed day weather wise, with rain and sun, sometimes both at the same time! Julia and Alan had brought along some conkers for us all to have a game, and that caused a fair bit of amusement. Nice to see Jan and Geoff, who had taken along a good variety of motorbikes for display:- they won the Best Bike in Show Trophy, well deserved. A very enjoyable day in spite of the rain, and one that will be attended again next year.



Our OFFAL was on Tuesday 25th, this time organised by M.G. Malcolm and Joan, who had only returned the previous day from a 2000 miles driving holiday in Northern Spain. We decided to take our Jaguar saloon and pick Julia up, as this time she was due to be driving on her own. The meeting point was St. Marys Church in Acton near Nantwich, and twenty-seven of our Chester & Wrexham friends met there where volunteers in the church provided teas, coffees and biscuits. Afterwards anyone who wanted to go up the tower were taken up and given a brief talk about the history of the church and tower. They also have some very old almshouses within the grounds, and these are being renovated at the moment. From there we all set off with route plans to the lunch venue, but we went a little bit wrong and ended up going through Nantwich. Fortunately Google Maps soon put us right, and sorted out our journey to The Thatch, Faddiley, for our pre-booked lunches which were very good indeed. Another great day in great company.

Sunday 30th September was the North Wales Walled Towns Run which started at Denbigh Council Offices at 8.45 a.m., and on arrival we all had to register to receive our route plans, car plaques and a nice key-ring. Refreshments were available for those who wanted before setting off. The oldest cars were waved off first, these being the veteran and vintage classes, then a vast assortment of classic cars followed the route plan to Conwy where teas, coffees and biscuits were provided at the cricket pavilion. This gave people the opportunity to have a chat before continuing to Beaumaris on Anglesey, another beautiful setting where many of us settled to have our picnics. From there we made our way to Caernarfon where parking caused a big traffic jam because the marshalls wanted everyone parked "pretty" on the estuary car park by the castle. However, when we all eventually got parked we were able to have another sociable time rounded off by the presentations for the finest cars judged by the different mayors and officials. After that we all made our way home, and we can say that our Stag was certainly the car to enjoy all this travel.



Another good day. That's about it for now. The season is drawing to a close, but please remember that our meetings are held at **The Trevor Arms in Marford on the first Tuesday of the month** at 8.00 p.m. Come along and meet us.

**Forthcoming events:-
November**

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

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

22nd November:- OFFAL:- (This will take place on a



NORTH WALES . . . SOUTH WALES

TSSC AREA NEWS

North Wales Continues

Thursday for this month).

December

1st December:- Xmas Dinner, Chester Golf Club.

4th December:- Monthly meeting and Presentation

Night at the Trevor Arms, Marford.

There is no OFFAL in December.

Regards,

Helena & Roger.

SOUTH WALES Tel. 07802 204068

www.triumphwales.moonfruit.com

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

Merthyr Tydfil Festival of Transport Sunday 9th Sept 2018

As I headed for our meeting point in my 1500 Spit at the Nantgarw two arches Café I knew we would be few on the ground due to holidays and some of our members attending the Goodwood Revival weekend. Undeterred I pulled up hoping that I would be joined by one or two die hards. Rob and Pete arrived in their immaculate Herald 13/60 (Pete driving) convertible and we had a catch up on the state of play with Rob's latest Stag project and his new bionic arm following his shoulder op. Bern and the team at GB Classics are making a great job of bringing it (the Stag not his old arm) back from the edge of extinction. Then Bern arrived in his stunning Standard Vanguard and we arranged an early morning caffeine fix. We worked out a suitable route and as we would be the sole representatives of the club, Bern with his genuine Victorian 1897 copy of the AA guide to Roman Britain would lead the way. It was a pleasant drive north from Cardiff towards Merthyr Tydfil and we passed many of the classic buses which were on the road to the show as well as ourselves. Bern got a little ahead of me due to the traffic and as I pulled up to the roundabout not far from the venue where I saw him turn right a bus which was on my left lost a rather large hub cap which rolled past my bonnet and onto the grass of the central reservation. Rob who was following behind jumped out of the Herald and retrieved it using his good arm and we made our way into the Festival venue.

Arriving at the venue which was the large car park of the local leisure centre we were directed into place in front of a very impressive row of classic buses from every era of Welsh and West of England transport of the past. The locals were up in arms as the classic buses had arrived 45 minutes ahead of the regular Cardiff to Merthyr bus service. Having parked up and had a chat with some of the other exhibitors we decided to find the owner of the large hub cap Rob had acquired. We were able to find the incomplete bus which was obviously missing its near side wheel embellisher but no sign of the driver or conductor for that matter. Bern rang the bell and shouted 'Fares please' but this just irritated the other bus enthusiasts as if they hadn't heard the same wise crack a thousand times before. Eventually a sheepish valleys bus driver owned up that it was his mate Shadwell who had been driving. He pointed to an elderly gentleman in a mobility scooter as he tried to squeeze past Bern and evade the jape we had planned. "This came off your bus about 3 miles from Merthyr and bounced off my bonnet and then went through Al's windscreen" said Bern with his serious face on. The bloke looked stunned so we couldn't keep up the pretence in case we went too far and explained that Rob had retrieved it from the side of the road. It turned out to be a very hard to get part which Rimmers have had on back order for 50 years. The bus owner/driver was very grateful and all his bus enthusiast

mates were doubled in two laughing. Despite the weather not being the best for a vehicle show we all had a look at the impressive array of vehicles Busses, Beatles and Bentleys before going in search of the all-day breakfast on offer in the town which was only a short stroll away. We soon gave up on that idea when we could not find the entrance to Merthyr's latest out of town shopping experience and went instead to the local Kens Fried Bones. Fully fuelled we returned to the cars and took shelter as the weather was turning against us and getting damp. We retired to the relative comfort of our big umbrellas for a coffee. As usual the owners of Jags and other so called up market marques with water based paintwork started to drift away in case they caught the tin worm virus from any lesser models.

Pete and Rob got the call to say that Sunday dinner was on the table and getting cold, so we bade farewell and headed back to Cardiff and beyond. It had been a good but slightly damp day out but worth doing to catch up with old friends, I said to Bern "Isn't it funny that on a wet day when you are waiting for a bus 27 all turn up at once!..... Thanks to all at Merthyr Festival of Transport"

AI

BLOODWISE SHOW CHEPSTOW RACECOURSE SUN 16th Sept 2018

The Chepstow Show is always an indicator that we are nearing the end of the show season but we were not going to let that dampen our enthusiasm even if there was a slight risk of rain later in the day. Amazingly the sun had just crept over the horizon as I loaded my Spitfire and made my way across Cardiff to meet up with Rob and Pete in their Herald 13/60 convertible. We made our way along the M4 towards the Magor services where we were joined by the rest of our crew for the day. Bern was already parked up in the immaculate Standard Vanguard and on his second breakfast roll as we arrived. We were joined by Paul G and Dotty in their Vitesse convertible and Craig and Liz were joining us for the day in one of Robbo's Red Spitfires which he had asked Craig to bring to the show as it was for sale. Mike the Cake and Emma also joined us in the Blue Oval Triumph concept car as he is still building his Spit Special.

We were soon on our way and it was a pretty uneventful journey from Magor to Chepstow Racecourse which is tucked away on the outskirts of the beautiful town of Chepstow. As normal the entrance was a choice of two and I picked the wrong one. The stewards were a year on, still not all singing from the same song sheet as the song sheets had all blown away a year earlier and I was given vague directions to the section we had been allocated on the tarmac area in front of the grandstand. Bern and Paul G were in front of me looking for the TSSC sign on the fence where the club had been allocated its spot. The Stag owners had decided to arrange their cars in a nice row with all their extra entry cars and were taking up our allocated display spaces. Bern and Paul were soon out of their cars and squaring up to a rather sheepish Stag AO who was having his neat display skittled into the gutter by South Wales TSSC as we reclaimed our territory. Where are the Monmouth Mafia when you really need them! We got parked up and we congratulated ourselves on a very successful land grab with a well-earned tea and coffee and pitched our inflatable event shelter to boot. We soon worked it all out and got parked up in a neat line facing the Chepstow finishing post and got our flag organised to declare our pitch official.

There were quite a few classics on display and a few rarities that we only see occasionally like the simply stunning red TR2 based Swallow Doretti which the current owner had rebuilt and carried out a magnificent job on. The usual Fords were there in great numbers and the values of some standard Capris and Escorts are now climbing into top end Triumph territory. I did my usual round of the show looking for potential new members lurking around any Heralds or Vitesse's that we had not seen at shows recently. We went in search of

WESSEX . . . WEST MIDLANDS WORCESTER

lunch and found our old friend the Perfect Wood Oven Pizza Company from the previous year and his quality standards did not disappoint. We could hear the children's choir soloist attempting "Untuned Melody" as the canines from the Dog Obedience Display Team joined in on barking vocals. Pete had his fingers in his ears pleading 'Please make it stop'. The Stag owners were still glaring at us over the rims of their china tea cups. It was not helping that Rob was inspecting all their cars to see what bits he would need to get his latest purchase up to a level worthy of display with the TSSC S Wales cars. Bern and I went for a wander with Craig around the show to pick up on some detailing of cars currently being worked on at GB Classics and Craig's company Lazarus who do specialist classic paintwork near Newport. In general the show was well organised and well supported by clubs and individual entries however it was let down by very few traders attending. All too soon it was late afternoon and the show started to pack up and head for home. Before moving off I heard a seasoned punter shout 'Well what we lacked in horses was sure made up for by the quality of the horse power on show' We snaked our way out of the racecourse passing a bloke taking pictures of all the cars. Must be the photo finish, I said to myself. A Grand Day Out!

Al

WESSEX Tel. 01425 475376
www.triumphnewforestrun.co.uk
Email Trevor: trevorcarlyle@btinternet.com
or Martin Berry: berry223@btinternet.com

The BPPC show at Harmon's Cross, is always a good event, especially as it includes tickets for three days travel on the Swanage Railway and the bonus of Swanage Folk Festival with various types of Morris Dancing, with the bashing of sticks and the jangling of bells! Pauline and I did two days and the others came on the Sunday. We had six cars on display, a Triumph Southern Cross, a 1950's Bentley, a Lagonda, two Spitfires and a GT Six, not a bad selection!! It was over-cast, but warm and stayed dry all weekend. A look round Swanage, a meal out, Craft Stalls, plenty of rides on the steam railway and not forgetting the aforementioned Morris Dancers, what more could you want? That's what I keep telling Pauline! (doesn't work though!)

Christchurch on the Quay was the last one for this year with over 300 cars attending, including a 1904 Maudslay. If you have not come across this make, look it up on Wikipedia under Maudslay Motor Company, Coventry, it has links with the Standard Motor Company and AEC! So that means there was an 80 year history of the car in one area, from 1904 through to the BPPC cut off date of 1983. It is always commented on, why this date has not been moved forward as time has gone on? The simple answer is, with the turn-out that they already experience, they would not be able to cope with the extra influx of cars and like our New Forest Run, it is difficult to find venues that can except that many cars and when we do, they want an arm and a leg to hold our event.

As it was so popular last year, Trevor booked the Fish Inn for an end of season run. It consisted of one half of a previous New Forest Run (30 miles or so), it started from Avon Park. Anything of interest, I will relay to you, next month.

I have started collecting names and deposits for the Christmas Dinner, at the Tyrrells Ford, which will be on Saturday 15th December. I will be chasing the Tyrrells Ford for their menu, the cost has been confirmed at £29 each, that includes a disco and gratuities. The full amount payable at the November meeting. We did ask at previous meetings and the consensus was that most were more than happy to stick with the Tyrrells Ford and also to include the gratuities. Information about Trevor's run, the Christmas Dinner, etc., will come via our Wessex Group emails. As I always keep saying, like a broken record (for those of you who know what

TSSC AREA NEWS



records are!), "Check your emails" or contact Trevor for any up to date information.

If you have any suggestions to include in our "things to do!" please let Trevor know.

Next meeting will be at the Tyrrells Ford, Thursday 29th November

Martin

WEST MIDLANDS Tel. 07505 110922

West Midlands meeting continue to flourish, a date has been set for our New Years bash, it will take place at:

Toby in the Park, Sutton Park, Sutton Coldfield West Midlands B74 2YT

12th January 2019 at 7pm

Carvery only £10.00 Carvery with sweet £14.50 entry by ticket only available from Phil Tabberer or myself

cheques or paypal to heraldhabitat@hotmail.com

This price includes room hire and staff,

Buy your own drinks

We will have our own room and food, with our own bar and easy car parking. All are welcome, we have room for about 80 people.

Next year we are hoping to have a camping/caravaning weekend, finding a suitable site is proving elusive, as some people prefer B&B on site, watch this space.

Steve Hudson, Phil Tabberer and myself have just got back from Club Triumphs Round Britain Reliability Run, we traveled to Skiath services north of Inverness, it went very well we signed over two hundred books over two sessions.

It looks like Bumble my 13/60 convertible is moving on and a 12/50 is replacing her, unrestored and just 18700 miles since 1966, I'm looking forward to getting to know Lillybet over the next few months, She will be on the Stand forum stand at the NEC.

regards

Chris

West MidsNew Years Bash will take place at:

**Toby in the Park, Sutton Park,
Sutton Coldfield West Midlands
B74 2YT**

12th January 2019 at 7pm

Entry by ticket only available from Phil Tabberer

Chris Allen cheques or paypal to

heraldhabitat@hotmail.com

WORCESTER Tel. 07745 299457
www.tssc-worcester.org.uk

Hi Folks! Firstly I must say thank you to Roger as without his help I'm not sure I'd have anything to write about! He's stepped up to the plate over the last month and organised two very different but both very enjoyable run outs (yes I am

TSSC AREA NEWS

hoping that if I make a big enough fuss he'll do another one!). First up was a trip out the Wales, we are lucky where we are based as if we head in one direction it's out into the Cotswolds, the opposite direction takes us into Wales and a third direction brings us very swiftly into the Forest of Dean. This trip took us on what most people thought was a well travelled road to the Elan Valley Dams but with a few clever twists and turns, Roger's route took us down roads that we hadn't actually been on before and we ended up at a dam that we never knew existed. I say we but unfortunately due to a prior commitment I couldn't go, but I have kept the route so I can do it another day - I think I may have a few takers to join me again. One tradition that wasn't broken however was the chance to have a full English breakfast along the way, a pub lunch and an afternoon ice cream, some things you just can't change.

Second trip out was a local Cotswolds run, this one took us to a glider aerodrome where we arrived just in time for elevenses (what planning) and we sat outside watching the gliders being towed up the runway (mown strip of field) and off into the sun, only to see them re-appear five minutes later, I guess it was landing practice day. From there we journeyed

onto Toddington railway station where we had a poke around the various sheds and vehicles that are in various states of renovation (yes I did hear the often quoted, my dad/uncle/neighbour/dog down the road had one of these) and waited for the loco to arrive. We happened to be lucky as they were running their big Merchant Class loco so it appeared in fairly dramatic fashion amidst steam, noise and water - not sure if this was coincidence or if Roger planned it, I suspect the latter. I know he definitely planned it to be the lunch stop and as it was all of about 90 minutes since we'd last eaten we fell into the cafe to get our orders in. Replenished we set off for home the scenic way where we broke off in various directions as and when needed.

Bev couldn't join us as he had been treated to a day out at the Cotswold Revival by his family, he reported back that it was an interesting day with quite a bit of stuff going on. Being based at an airport as well as cars and other vehicles, there were also all types of planes flying in and out so it was a bit of a Wings and Wheels type of event by all accounts.

We may be able to squeeze a couple more things onto the calendar before the end of the year so if you have any suggestions why not pop along on the **first Monday of the month to The Nightingale** and we'll see what we can do. TTFN

Vicky



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



6TH JANUARY 2019 DERWENT VALLEY'S NEW YEAR RUN

This annual Classic Car event, organised by Derwent Valley and Notts areas of the Triumph Sport Six Club, is on the 6th January 2019.

Meeting in the car park of Sainsburys in Ripley (DE5 3QP) at 10am to head off on a run through Derbyshire and Nottinghamshire at 10:30am.

Classic cars of any make or model are welcome to join us. (Modern cars welcome if your classic is off the road)

Entry is just £5 per car and all monies raised will be donated to the RNLI lifeboat station in Appledore, Devon.

Dress up in yellow in support of the RNLI and why not decorate your car too. Prizes for the best.

Sunday Carvery lunch available at the end of the run.

Classic Cars of any make or model are welcome.

In support of the RNLI decorate yourself and your car in Yellow. Prizes for the best.

Sunday carvery lunch available at the end of the run.

Entry only £5 per car.

No pre-booking required - just register on the day.

FOR MORE INFORMATION

Contact us:

email: colin@derwentvalley-tssc.org.uk

email: roger@derwentvalley-tssc.org.uk

Tel: Roger 07979 619 149

Tel: Colin 01773 531 580