



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

THE COURIER NUMBER 462 DECEMBER 2018 TRIUMPH SPORTS SIX

THE COURIER

No. 462 December 2018



Seasons Best to all TSSC Members!

TSSC COUNCIL OF MANAGEMENT 2018

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Tracey Hawes - Financial Lead



Nigel Hill - Area Liaison



Martin Hughes - Director



Tom Hartley - Co-opted



Jane Rowley - Director



Neville Wright - Director



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 December 2018

COURIER

Price £3.50 Free to Club Members.

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SEASONS BEST TO ALL!
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

NO Word/etc Document attachments please

Courier Copy By 8th of Each Month

Tel: (01858) 434424 Fax: (01858) 431936

THE GET OUT

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

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

TSSC MEMBERSHIP & RENEWALS

Worldwide Membership & Renewal £50.00
Young Member (Age 17 to 25) £25.00

Direct Debit: Worldwide Membership &
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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

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TSSC HQ, Sunderland Court,
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e-mail: info@tssc.org.uk Tel: 01858 434424

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

The BIG News for 2019!

As we draw close to the end of yet another great year for the TSSC the NEC Show in November surely has to be a highlight, so many of you came to visit the TSSC stand over the weekend, a big thank you to Jane and Bern for putting the cars together and to all the HQ Staff and Com members for manning what was a very busy few days.

What a stand it was with something for everyone, lots of new members signed up to join our fantastic Club, we can look forward to meeting them all in 2019.

The big news at the NEC was the announcement that our next years national event is going to be held jointly with the TR register at the Stratford upon Avon Racecourse over the weekend of **16th to 18th of August 2019.**

This is something that a few years ago would have been impossible to think of, with inter club rivalry and clashes of personalities not looking at the bigger picture.

I personally have spent a lot of time along with the rest of COM and the TR register committee to

move all things Triumph forward in giant leaps.

PLEASE support this event, get it in your diary, this is the big one you have all asked for and it's actually happening !

Back in the school holidays, right in the centre of the country with a feel as near to the heady days of Stafford as we are ever going to see again.

Sixty years of the Triumph Herald and fifty years of the TR6 celebrations will be flowing.

WE need **YOUR** support to make this event the best it can be.

You have now got all winter to make sure all your jobs are done on the car and you are ready for the 2019 season.

It's going to be a great year for the TSSC and Triumph Wishing you all a happy Christmas from all the HQ staff and everyone on the Council of management of the TSSC

See you in 2019



BY CHRIS GUNBY

TSSC CHAIRMAN & GENERAL SECRETARY

INCORPORATING TSSC TRIUMFEST & TR INTERNATIONAL WEEKEND

INTER-CLUB
TRIUMPH WEEKEND

60 YEARS
HERALD

50 YEARS
TRIUMPH TR6

STRATFORD - UPON - AVON
RACECOURSE

16 - 18TH AUGUST 2019

www.triumphweekend.com



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

December 2018

SUN 2 DECEMBER 2018

ANNUAL

TSSC HQ CHRISTMAS OPEN DAY

CONTACT 01858 434424

SAT 8 DECEMBER 2018

TSSC CORNWALL

CHRISTMAS DINNER & DANCE

TREGENNA CASTLE HOTEL ST IVES

CONTACT CAROL 01726 824523 AFTER 6PM

January 2019

SUN 6 JANUARY 2019

TSSC DERWENT VALLEY'S NEW YEAR RUN

STARTS RIPLEY. DE5 3QP

CONTACT ROGER 07979 619 149

OR COLIN 01773 531 580

CLASSIC CAR SHOWS (CLUB INVITED)

February 2019

SUN 10 FEBRUARY 2019

INTERNATIONAL TRIUMPH & MG

SPARES DAY

NAC STONELEIGH WARKS

July 2019

FRI SAT SUN 26 27 28 JULY 2019

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TSSC Members Code: CCD0022019

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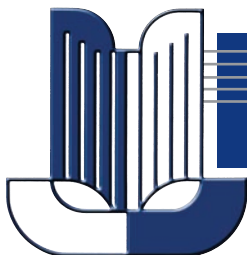
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NEWS REVIEW

Monthly News of a Triumph Nature

The Best Christmas Gift TSSC Membership

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*to All TSSC Members from the
Directors & Staff at TSSC HQ*



OFFER for December 2018

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Spitfire Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org

Another Year Gone!

How can we possibly be nearly at the end of another year!!!

I know this is a recurring theme from me but where on earth has the year gone? I know my memory is getting worse but I remember some snow, then a lot of hot days and now it's raining again. It being the beginning of November as I write this we have the NEC Classic Car Show coming up this weekend and I'm sitting here trying to think December-ish thoughts which worryingly leads me on to Christmas again.



"wouldn't it be great to find your very own under the tree?"

And that's another year gone!

Looking through my folder of bits and pieces for articles my eye was drawn to some of the things I've tucked away which makes me think of gifts, and in particular some of the very lucky children of Christmases past.

Gaydon has a great example – can you imagine, if mummy had a spiffing red TR3A, wouldn't it be great to find your very own under the tree?

And, found at the French car museum in Brittany, Manoir de l'Automobile, if daddy's bank balance was a bit bigger this might be the combination to be found in the garage.

Going back to Gaydon, though – wouldn't this bring a bright eyed gleam to any youngsters'



Manoir de l'Automobile



"Gaydon's Matchboxes"

eyes, and oldsters if they got these in their stocking!

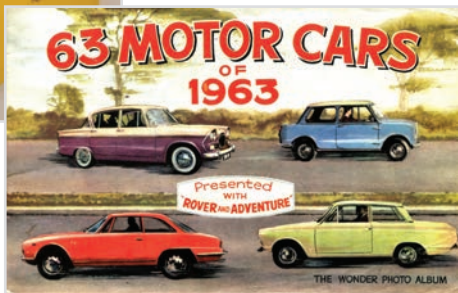
Another nice pairing, and possibly more up Guy's street, were these electrically powered Land Rovers we saw at the Bath Fes-

them if they had these back in the 1960s.

And in a similar vein, this one I spotted on ebay

one's Christmas tree?

I got a nice present from Paul Grogan some months ago from among his expansive collection of automobilia. This was 'The Wonder Photo Album' entitled '63 Motor Cars of 1963' given away free with 'Rover and Adventure' and including the Triumph Spitfire and Herald. That



tival of Motoring in June. I can just imagine him and his brothers racing around the lawn in

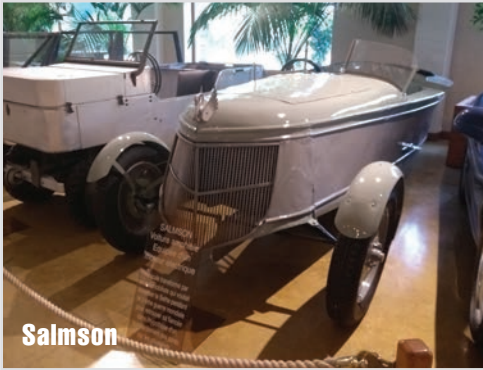
sometime last year even had a trailer, I wonder who had over £3k to put this under some-



<p>ROVER P5B 2 door, 2 door sports edition made by Specialiste. South Bend, U.S.A. V 8 cyl. 4758 c.c. engine with 48 hp. Max. speed 100 m.p.h. L=18 ft. W=3 ft. H=4 ft. 8 in.</p>	<p>ROVER P5C 4 seats, 2 door, 2 door, 4 cyl. 1975 c.c. engine giving a motor of 80.53 h.p. at 5100 r.p.m. One valve per piston valve, three speed car speed 100 m.p.h. L=13 ft. 6 in. W=3 ft. 1 in. H=4 ft. 10 in.</p>	<p>12 SEAT 4 seats, 2 door, 2 door made by Talbot, Dagenham, San Juan de los Rios, Zaragoza, Spain. Single cyl. 220 c.c. engine of 8.5 h.p. Four wheel drive, three speed 83 m.p.h. L=10 ft. 11 in. W=4 ft. 4 in.</p>
<p>ROVER HERALD 2 or 3 seats, 2 door, 2 door, 4 cyl. 1147 c.c. engine which will produce 42 h.p. at 4500 r.p.m. Max. speed 70 m.p.h. L=10 ft. 6 in. W=3 ft. 6 in. H=4 ft. 2 in.</p>	<p>ROVER AMPHICAR All Amphicars, in Southern France, are cars on the front portion of new Citroën cars welded together. If it used by the front engine when fighting forces on in the surrounding district. The car can make a fast getaway out of it despite the fact that without having to make a turn in the narrow tracks between the sliding front.</p>	<p>ROVER SPITFIRE 2 or 2 seats, 2 door, 2 door, 4 cyl. 1147 c.c. engine giving 43 h.p. at 5200 r.p.m. Max. speed 70 m.p.h. L=10 ft. 6 in. W=3 ft. 6 in. H=4 ft. 2 in.</p>

is just a bit further back than my early memories reach I don't remember the publication, do any of you?

And finally, something that really took my fancy, again at the museum in Brittany. There was a row of amphibious vehicles, more than I've ever seen together and several versions I'd not seen before including the vintage Salmson "transformed by a mechanic who wanted to cross the Seine in order to reach his fiancée in the event of a bombing of bridges by the Germans", the Amphicar, of course, and my favourite, the



Salmson



Amphicar

Hydromobile, an American car produced in 1942. I know the Second World War didn't have



Hydromobile

quite such an impact in the US as in Europe and the Far East but it does somehow jar a bit with



me that someone was spending time producing a luxury vehicle like this one at that particular time. Still for all that it is, to me, quite a crazy but great vehicle.

Suzie



A Canley Caper!

First of all a big, big apology to Lindsay Dearing, who I referred to as she and her when I should have said he and him. Many Apologies Lindsay, I hope you can forgive me. Many thanks for this second article. I was really interested to read about your career and the insight (be it briefly) into the BL production line

A Canley Caper

by Lindsay Dearing (Or what I did in my lunch hour one day in August, 40 years ago)

1978. What a year. Kate Bush was on the wily, windy moor; The Boomtown Rats were in a trap; Gerry Rafferty was in Baker Street and Grease was the word. However, the winter of discontent was approaching fast; inflation was sky-rocketing with resultant industrial unrest.

I was a 24 year old Triumph owner working in regional newspapers. My daily driver was a 1971 GT6 Mk 3, but I still had a soft spot for the Spitfire. I had previously owned a Mk 2. News that the TR7 production was re-starting at Canley in September, following the strike ridden disaster that was Speke, made me wonder how much longer the Spitfire would soldier on*. Talking with my friends, I expressed an interest in seeing the production line before it was too late.

Working for the regional press,



Canley Production Line 1978 Reproduced from the "Our Warwickshire" website ©"Graham Richardson

I would not have been overly welcome for an 'official' factory visit at a time of severe in-

" The colour, noise and heat, overlaid with the smell of machine oil was intoxicating."

dustrial unrest in BL. However, one of my buddies was a maintenance engineer at Canley with access to all areas and he offered to 'get me in' to the final assembly hall for a short, and totally un-authorized visit.

"Meet me at the blue fire doors on XX road, Canley at 11am sharp. Wear a suit. No cameras". I parked up in a suburban street in North Coventry and approached two anonymous doors in a huge brick building with no windows. Duly

attired, and at the appointed time that early August day**, the sealed doors opened and I was ushered inside. The first sight I saw was complete gear-box/overdrive assemblies moving along a track heading for their respective engines. The colour, noise and heat, overlaid with the smell of machine oil was intoxicating. We cut through this shop to join the final assembly line.

Before me was a moving stream of that day's production: Tahiti Blue Spitfire 1500's, all LHD US 'federal' models with tan interiors and huge over-riders front and rear. A mix of soft top and hard top models proceeded to the point where the bonnets were lowered and the engines started for the first time. They were then driven off the line. These export models were relatively



1978 Federal Spitfire 1500 in Tahiti blue LHD for the US market

low powered at 53hp compared to the UK model's 71hp, but it was still a thrilling sight. Not wishing to push our luck, we slowly made our way back to the exit.

"Why the suit?" I asked as we left. My friend replied:

"Because everyone will think you are management and therefore ignore you".

Which is precisely what hap-

pened. I never realised what a competent psychologist he was. * Just 2 more years in fact. Spitfire production was to end 25 August 1980. **My current Spitfire, owned since 1998, was made on the 8th September 1978. How about that for a (near) coincidence! I missed it by 2 weeks.

These little insights into the Triumph history are great, if anyone has anymore please send them in. I'd also love to receive any Christmas stories or seasonal Spitfire photos for the next edition of the Courier.

Many thanks to Lindsay again for this great story.
Have a great Christmas everyone.

Steve

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



...If it's important to you, it's important to us.

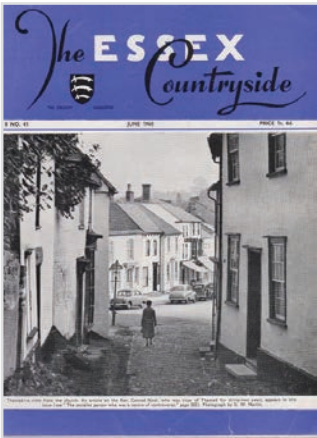


Herald 948/1200/1250
 COLIN LINDSAY herald@tssc.org.uk

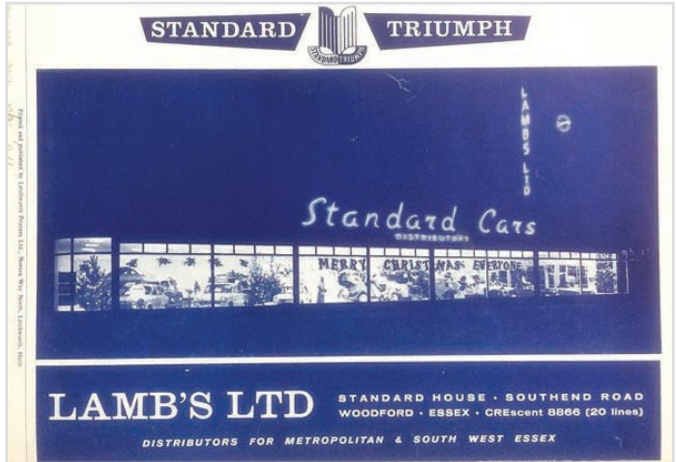
They seek him here . . .

It's almost Christmas and already I'm getting déjà vu every time I hear that phrase that starts "Hark!". Yes, THAT one. You can't pick up any motoring magazine at this time of year without someone using it. Arrrrggghhhhhh..... still, tis the season to be jolly, he says, so let's be just that.

I had some great correspondence in recent months; in reply to my comment about the scarcity of early Heralds at shows I was given some pointers as to the whereabouts of these elusive cars when **Brian Stalley** sent me some very in-



teresting content from local 1960s magazine "The Essex Countryside." This was a local-interest quarterly magazine first published in 1952 which soon became a very popular read, and eventually evolved into Essex Life which continues to



this day.

One of the major contributors and sponsors was the local Standard-Triumph dealership of Lamb's Ltd, operating from Woodford in Essex, and I've attached a very timely shot of

" I've used an on-line inflation calculator to work out that it's about £600 in today's money, so quite a good prize"

their Christmas display. Brian's Vitesse was sold to it's first owner through Lamb's in 1970. Certain issues from 1961 featured a competition entitled "The Herald in Essex" and had a prize of £3 / 3/- or three Pounds three shillings to you

modern members. The top prize, winnable only at the very end, was a 40-guinea Radiomobile car radio – quite a prize in those days – or the equivalent value in motoring accessories. I've used an on-line inflation calculator to work out that it's about £600 in today's money, so quite a good prize. The smaller prize is only around £50 these days although I still wouldn't say no.

The actual Herald featured in the photos, which may be the new 1200 convertible launched just the month before, carried the registration mark 2700 PU; I presume the car is long gone? Note the period single spotlight and the lack of the later white-rubber bumpers. Other photos feature a two-tone 1200 saloon with rubber bumpers, although the photograph does not show the registration mark,

and a Standard Vanguard also appears, which is a bit of a cheat given the 'Herald' title... under a supermarket car park by now. Incidentally, using the inflation

Dates from the tenth century; the only remaining "log church." St. Edmund's body is said to have rested here.



they'd waited fifty years or so they could have had one for a tenth of that...

Many thanks to Brian for these great photos of hiding Heralds however I'll have to admit he's nearly been trumped by **Chris Dennis** who was lucky enough to attend the Sacramento Triumfest in October. Whilst there he was approached by a local lady who commented on his

The Herald In Essex-Competition

Dates from the tenth century; the only remaining "log church." St. Edmund's body is said to have rested here.



Founded 1912. S.S.S. 70. Eighteen holes. Records: amateur 66, F. Durban; professional 65, G. Haldstock. This winter photograph does not do justice to the charm of this most friendly club. You'll enjoy a day out here.



Fifteenth century; a wealth of wonderful timbers can be seen. The inside is even finer. Here can be obtained the best of food and drink, well served, in a most delightful atmosphere.



A PUB, a club and a church. In each issue from January to June we shall be showing the HERALD in Essex. Can you recognize where? If you can, send us your answers each month to Standard House and we will present £3.10 worth of motoring accessories for the first three correct replies drawn. Get all the family to enter. There will be special prizes for the under-fourteens and entries should be marked accordingly. For this issue, entries will close on May 31.

Why this competition? Most Essex people know their Essex; but if you don't, why not discover it for yourself? And there's no more comfortable, safer or easier way than in a Herald.

At the end of the competition, the first entry opened from a reader sending us a complete list of the correct answers will win a Radiomobile forty-guineas car radio or motoring goods to the equivalent value.

A tie for the final result will be decided by a motoring quiz. These facts will help you with the quiz.



Now the new Herald model "S" at £648/10 (including purchase tax) saves you pounds, without losing any of the Herald mechanical marvels.

Series No. 5



Herald t-shirt, informing him that 'she lived there'.

Yes, there really is a town called Herald, in Sacramento County; population 1184 going by the 2010 census, so that sign is already out of date.

How I was hoping that the population was 948, or even 1147! According to the available information, there are 115

No doubt local residents will recognise the locations, although some are probably calculator, the Herald 'S' model advertised for £648 would cost you £10,433 today. If only

males for every 100 females; 1,105 people (93.3% of the population) lived in households, 79 (6.7%) lived in non-institutionalized group quarters, and 0 (0%) were institutionalized.

So: it's official: there are no Triumph nuts there. (sorry... couldn't help it...)

I had a quick look on Google Earth and it really does have a Herald store, although sadly in name only; but a sneaky surf of the car park confirmed my worst fears – they're hoarding the world's supply of Heralds... this must be where all those rust-free California body parts come from. Why are they all red, green or white, though?

Is it to reflect the California flag, in which the front paw of the bear sits squarely on the location of the town of Herald? The plot thickens....



Don't miss next month's exciting episode... Of course I'm joking! I did say 'tis the season to be jolly', after all.



Anything but **THAT** other phrase...arrgghhhh
Have a good one and may Santa bring you that accessory you don't really need, but really want....
.... And let's have a great 2019, when our cars hit their 60th year.

Does that get them a free bus pass?

Colin



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GSS159 Hazard Light Kit - £32.00 P&P 0.5Kg

Simple fit, wires into existing loom, connectors supplied
Under dash switch activates all indicators. Instructions Supplied

Lighting Upgrades

I obviously set myself a tricky task when I announced that I would look at lighting upgrades. Many of the rules are subject to interpretation and it will depend on who, if anyone, is policing them. I can only tell you what I believe to be correct, but the field is constantly changing and it looks as though there are legal options out there now. In this article I am only going to discuss headlamps. I hope to deal with other lights next time.

So what are the rules regarding headlamps?

The main purpose of a headlamp is to illuminate the road ahead so that a driver can see where he or she is going in the dark. An equally important requirement is that oncoming drivers are not blinded by a bright light shining straight in their eyes. For a modern headlamp this usually means a straight-ahead beam that falls to the ground several metres in

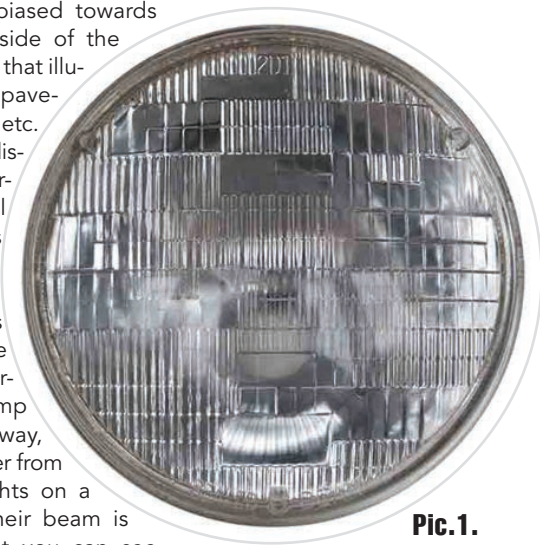
“ sealed beam units, which would be thrown away when one of the elements failed.”

front of the car. There is also usually a higher part of the

beam that is biased towards the left hand side of the road (in the UK) that illuminates the pavement or hedge etc. over a greater distance. To perform this dual function there is actually a single filament whose output is shaped by the optical properties of the lamp unit. In this way, headlamps differ from most other lights on a car because their beam is shaped so that you can see where you are going. Most other lights give a wider, less intense illumination because their function is to enable others to see you and, in the case of indicators and brake lights, your intentions.

Sealed beam headlamps

When the Herald was built the usual fitments were sealed beam units, which would be thrown away when one of the elements failed. According to the handbook, the electrical ratings were 60 watts (main) and 45 watts (dipped). (Older ones were 50W/40W.) These were of an older, less efficient technology that didn't produce a lot of light and cannot compete with modern lamps.



Pic.1.

However, 45/60W sealed beam headlamps are still marketed by **Mountney**: (www.mountneyclassic.co.uk) part number **SB7014RHD** for UK spec cars. They also supply 5.75 inch sealed beam units for Vitesse/Stag etc. Mountney claims that improved reflector technology makes these brighter than of yore. So for originality this is the obvious way to go. **See photo 1.**

Halogen technology takes over

By the 70s units with exchangeable halogen bulbs were being fitted to production cars and it wasn't long before 7 inch replacement units became available from compa-

nies such as Wipac and Cibie. The H4 halogen bulbs were rated at 60W (main) and 55W (dipped) which meant that they used roughly the same current but produced considerably more light. The units are still available from the likes of Wipac and Autopal, for example, and standard H4 bulbs are very cheap. My Herald has Wipac units. Mountney also supplies a P700 unit that has the three internal bars radiating from the centre where there is a badge saying "P700". These were used on more up-market classics such as Jaguars but would probably look quite smart on a Herald. Likewise, H4 replacements are also available for the 5.75 inch round units found on the Vitesse, Dolomite etc. My Stag ones are by Cibie.

Higher output bulbs are available, some claiming 50, 90 or even 150% more light for the same power consumption. Some are available that are rated at up to 100W but, not only are these illegal for road use, the extra current consumption may be too much for standard wiring looms or switches so they must be driven via relays.

Into the modern age

There are two modern contenders for upgrading lighting. One of them, HID (High Intensity Discharge) technology, is completely outlawed if you fit a conversion kit in place of H4 halogen bulbs. It would be an instant failure in an MOT (it is mentioned specifically in the testers' manual). Even if you do not choose to have your car MOTd you could well be prosecuted for fitting these devices and you could also invalidate your insurance. On the other hand, if you could find a complete replacement unit i.e. the fitting, lamp, lens etc. then you should be OK but you should still tell your insurers.

The other technology is LED (Light Emitting Diode). These have advanced so much in recent years and can now outshine halogen while using a fraction of the electrical power. At the time of writing I know of four products that are claimed to be legal for use in the UK. The suppliers have gone to a lot of trouble to develop these devices and they are well worth your consideration. The first two are replace-

ment H4 bulbs and the next two are complete replacement 7 inch headlights. I will discuss legality later.

H4 Bulb Replacements

The first comes from the well-known company **Better Car Lighting** (www.bettercarlighting.co.uk). **Photos 2 and 3.**

They produce a vast range of LED replacement lamps for sensible prices, and their range is improving and increasing all the time. Their H4 Classic Car LED headlight upgrade kit can be found on their homepage. (Other configuration lamps such as H1 and H7 are in the pipeline.) These are rated at 15 watts on dipped beam, 25 watts on main beam (at 12v DC). As you can see in photo 2, these are slightly deeper than ordinary H4 behind the base and this is because the units need a heatsink of some kind to keep them cool. I understand that

this should not be an issue with the original 7 inch Lucas lamp bowls but some of the 5.75 inch bowls, on the Stag for instance, are too shallow. Better Car Lighting can supply new, deeper Wipac units if there is a problem. The lamp has been designed to accurately mimic the original H4 layout so will work with both left and right hand dip applications. These are around £130 a pair and they are offered with a 5 year warranty, which is unique in this field.

Also on offer, from **Classic Car LEDs:** (www.classiccarleds.co.uk/collections/headlight-led-



Pic.2.



Pic.3.

bulbs/products/latest-led-head-lights-h4-philips-z-es-hi-lo-beam-conversion-9-32v), is another replacement H4 lamp (Photo 4) that is fully approved for UK and Europe use according to their website. It differs from the previous one in that the lamp has to be rotated relative to the base according to the dip side. The cost is around £70 for a pair but they have a 1 year warranty though.

Complete LED Headlamp units

Now to a complete replacement unit from **Wipac** (www.wipac-led.com/).

See Photo 5. This is road legal and has a halo round the edge that can be used as a sidelight or



Pic.4.



Pic.5.

daytime running light. It is available for both left and right hand drive cars. S7096LED, RHD, chrome; S7097LED RHD black; S7098LED LHD chrome; S7099 LHD back. The cost is around £425 for a pair.

Finally to the Lynx DA6282 supplied by Britpart and available from various outlets for around £320 a pair. (See photo 6.) It isn't advertised for general use in classic cars but, being a 7 inch unit listed for Series III and Defenders from 1971 on, then they may well be suitable. If you try any of these products, or have done so already,



Pic.6.

then please let me know how you get on.

Legality

The Road Vehicles Lighting Regulations 1989 state that a motor vehicle with four or more wheels first used before 1st April 1986 must have headlights rated at 30 watts minimum. However, after this date there is no requirement, which doesn't make a whole lot of sense to me. Most of these rules were written when stan-

standard filament lamps ruled the roads and they could do with some updating. The FBHVC says: *"There is no regulation that specifically prohibits the use of LEDs in lamps first used prior to the e/E marking requirements, although there is a requirement for e/E marked lamps fitted to a vehicle first used on or after 1st April 1986 to be fitted with e/E marked bulbs. The regulations also include a requirement applicable to all lamps that they shall not cause undue dazzle or discomfort to other persons using the road. This should be borne in mind whenever a lamp is made to be brighter than it was originally designed to be. With particular reference to headlamps, a light source of a different type and in consequence of different physical size and shape is very unlikely to work correctly with the optical design of the lamp and the risk of causing undue dazzle or discomfort becomes a very real one.*

"Another complicating factor is that the regulations quote minimum wattages for certain lamps. For dip-beam headlamps these range from 10W for small motor-cycles to 30W for four or more wheeled vehicles and similarly 15W to 30W for main beam headlamps. These minimum wattage limits were undoubtedly included originally to ensure adequate brightness of the lamps in question but now they provide a barrier to the use of LEDs.

This arises because of the greater efficiency of LEDs, i.e. more light from fewer watts, the result being that the LEDs are of too low a wattage to comply with the regulations even though the actual light output may be entirely adequate.

"The testing required to gain

such an approval (e or E marking) for a lamp was far more scientific than anything that had gone before and included measuring actual light output across a standard grid. Repetition of this performance can only be guaranteed by use of bulbs meeting precise standards and for this reason a similar approval regime exists for bulbs and e/E marked lamps on vehicles first used after 1st January 1986 are only permitted to be fitted with approved, and e/E marked, bulbs. Whilst today LEDs are tested and approved for use in specified lamp assemblies none bear the approval permitting them to be used in e/E marked lamps intended to employ incandescent bulbs." Note that I believe this to have changed now as there is at least one CE approved lamp on the market.

Who is responsible for interpreting the rules?

MOT Testing stations?: I recommend that you read the current MOT Testers' Manual section 4 at:

[www.mot-testing.service.gov.uk / documents / manuals / class3457 / Section-4-Lamps-reflectors-and-electrical-equipment.html](http://www.mot-testing.service.gov.uk/documents/manuals/class3457/Section-4-Lamps-reflectors-and-electrical-equipment.html) which will tell you what the MOT tester would be looking at. LED lamps are in no way demonised as there is no mention of electrical power ratings, just that headlight beam patterns must comply with the rules and that pairs of lights must appear to emit the same colour and intensity of light.

Other lamps must produce good white, red or orange light according to their function.

As mentioned previously, the one thing that is outlawed is the fitting of HID (High Intensity Discharge) lamps in place of H4 halogen bulbs. The DVSA (Driver and Vehicle Standards Agency), who can carry out roadside inspection, says: *"In the Department for Transport's (DfT) view it is not legal to sell or use after-market HID lighting kits, for converting conventional Halogen headlamps to HID Xenon. If a customer wants to convert his vehicle to Xenon HID he must purchase completely new Xenon HID headlamps."* I have not found any anti-LED information on their website.

The Police?: They probably follow the above in that they would mainly expect that everything works OK and that the headlights don't dazzle.

Conclusion

It appears that the acceptance of LED lighting is gaining ground and I think I have found some useful devices for you to consider. However, please do not just accept my word for it – you must make up your own mind. Information is available as listed above from the FBHVC, the DVLA and DVSA as well as many other websites.

Also, please remember to list any conversion on your insurance policy. Even fitting halogen lamps to a Herald constitutes a modification from standard spec.

Final Thought

As soon as you get grease all over your hands....
.... your nose will itch!

Phil

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Slings & Arrows

To me cars are like sausages; there are good sausages and there are not so good sausages, but there are no bad sausages.

I love sausages. There are some cars that look great from any angle and some that definitely have a best angle; sometimes it can be just a single, small design feature that determines which of these two categories a car is placed.

We know that our beloved Triumph Herald was such a success for its progenitor, the Standard Triumph motor company that it quite soon spread out from its Coventry birth



place to far flung corners of our planet. It follows that where there were Heralds there soon became Herald-based kit cars and specials; some with designs and parts supplied from the home country and some locally dreamt up innovations.

Just recently I came across a car for sale, on an on-line auction site, in Dunedin. That's the New Zealand city, near the

" there are good sausages and there are not so good sausages, but there are no bad sausages. "

south of the south island. This is the text of the advert:

**Triumph Vitesse kit car
\$2,000 to \$3,000**

Hand built based on Triumph Vitesse chassis and running gear, been sitting for a few years so needs re-registering, brakes sorting etc.

Not running at moment.

Was last started about 6 months ago and ran fine, though will need fresh fuel and a battery. 1600, 6-cylinder and 4-speed floor change; I was told the motor and box have been reconditioned, but have no receipts.

Seats need replacing, soft top in good condition, comes with four factory Vitesse wide wheels plus the factory wheels on it.

Those of us that know a bit about the world of Triumph-connected kit cars and specials recognise the silhouette of this car; it is clearly an example of a Burlington Arrow. And we can say with some confidence how

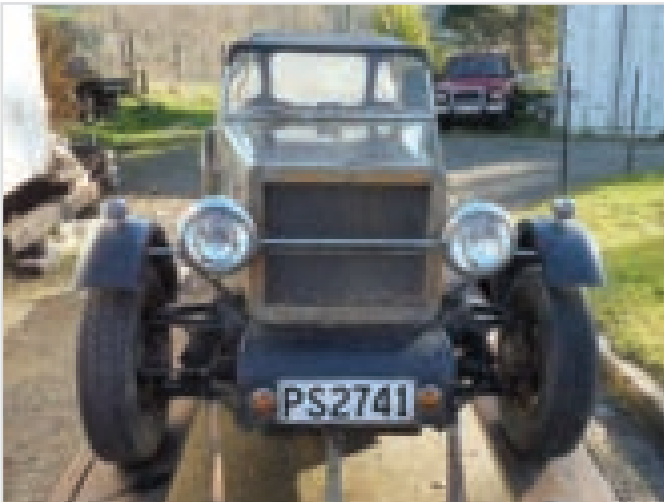


Zealand; you wouldn't have needed a large crate, as you would have done for a Spartan, Gentry or Moss, but just a large envelope. The Arrow was a "build from plans" car.

Although the plans included

chassis into a vehicle suitable for the public roads, the Burlington company did offer the option for builders to use some pre-made bits, such as radiator surround and scuttle panel. We can see from the photos of this New Zealand car the original builder seems not to have chosen the latter option, possibly influenced by the logistics of getting the factory parts half way round the world.

Try to ignore the overall condition of the car as it is now; imagine it as it was newly built. For cars in this body style the eye seems to be drawn to the radiator surround first; here we can see that the builder eschewed both the fibre-glass and the shaped metal options, and built his/her own out of wood. Sorry (and this is my personal view), from this design detail alone he/she was not going to end up with a really good looking car.



the "kit" required to build the car probably got from Leamington Spa in England to New

instructions on how to build every part of the body needed to turn a rolling Herald/Vitesse



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design feature as the Dunedin car. The radiator surround on **LXZ131** is clearly, also, made of wood. Whereas it looks like the builder of the New Zealand car decided to finish the radiator surround in varnish the builder of the UK car has tacked sheet metal around the wooden structure.

Staying with **LXZ131**, I'd like to tell you a bit about it, but unfortunately I don't know much. The text of the advert is disappointingly short, as it was for the Gentry I wrote about last month: *"Triumph based kit car that was built by a company from Leamington Spa, formed in 1980. Has new tonneau cover. It comes with MoT history dating from 2012 to present and Triumph Herald handbook. Mileage recorded at 76,133."*

The chassis number is given – GE26989DL; from which we deduce the donor was a 1968 Herald 13/60. It apparently sold for £2,756.

Going back to the New Zealand car – it seems it received no bids. That's a shame; I hope it doesn't get melted down. Just because I say it has some styling issues doesn't mean it can't be re-commissioned into a fun, head-turning, historic vehicle.

All that remains is for me to demonstrate to you just how much difference a different radiator surround can make to the look a Burlington Arrow. I bring you, from my own archive, a picture of **BU1250** – nuff said.



Trevor



Looking Back

Hello Folks! This month is of course December which brings us both Christmas and the end of the year. One of the traditions at Christmas is to look back at years gone by and as the owners of one of the unique classic cars of the 1960's I guess we should look at a time when our Vitesse was new.

Back then cars were designed by people and not by computers, fortunately Standard Triumph had retained the services of a talented stylist by the name of **Giovanni Michelotti**, [Picture 1](#). The decade before in the 1950's cars had been functional and smart which was right for that period as the country was recovering from world war two. But as we got into the 1960's fashions were changing and a brighter future was seen to be ahead. People wanted products that were not only functional but must also have style and flare. Michelotti bought the look of the Standard Triumph's products right up to date giving their cars the panache of the 1960's. Just as interest Michelotti even styled the Triumph models for the 1980's like the Broadside, [Picture 2](#), which sadly was never produced by Triumph.

Though we look on our cars as Standard Triumphs they are in fact a



Giovanni Michelotti

product of the Standard Motor Company, who purchased the Triumph marque in 1944/5. By

to the name not the quality. As a result, they decided to drop the Standard name completely



Pic.2.

the late 1950's cars marketed under the original marque of Standard were losing sales due

and use the Triumph brand to produce up-market products that fitted in with the more af-

fluent time of the 1960's. The marketing decision was right as the Triumph product sold well. Standard Triumph carried on the theme

hard to imagine that in the mid 1960's one in four cars you would see on the road had been produced by Standard Triumph. The current models in



Pic.3.



Pic.4.

set by the technical director, Donald Healey, of the original pre-war Triumph Company of grace with pace. Donald Healey had no connection with the post-war Standard Triumph Company and is better known for his involvement with Austin Healey sports cars. Before I leave the Standard Motor Company I should mention that they supplied most of the running gear for the Swallow Side Cars, what later became Jaguar. If you look under the bonnet of an SS100 sports car, [Picture 3](#) or the MkIV Jaguar saloon the six cylinder engine you are looking at, [Picture 4](#), was produced by Standards. This engine has no connection with the straight six under the bonnet of our Vitesse. It's too long! It came in 2.5 or 3.5 litres options and had seven bearings, compared with the four in later engine. No wonder it was too long to fit under the bonnet of the Vitesse. Looking back at what it is now over 50 years it



Pic.5.



Pic.6.

1963 were the 1200/1250 Herald, Vitesse 6, Spitfire 4, Triumph 2000 and TR4. Exciting times with all these new Triumphs on the road, plus we still had another 15 years to come with both new and updates to existing models. Also, we shouldn't forget that as a number of the Standard models had only recently ceased production (1963) there were still loads on the roads flying the Standard flag. Most numerous of the Standard models was the 8/10 saloon, [Picture 5](#), and though the introduction of the Herald had effectively ceased its production in 1959 the 5cwt Standard Van and Vanguard carried on until 1963. The 5cwt van was replaced by the Triumph Courier van and Vanguard, [Picture 6](#), replaced by the Triumph 2000 in 1963. In those days' members of the car-buying public in general had a

loyalty to their own selected maker and this loyalty was never higher than among the car enthusiast.

The Vitesse sold in relatively low numbers largely

because it was a specialist's car. As most of the small 1960's sports saloons were generally fitted with a four cylinder engine the Vitesse was unusual in having six cylinders. As such it appealed mainly to the enthusiast, and not totally to the general car buyer. In effect it was somewhat of a rarity to see a Vitesse on the road and, as there often is with rare cars, a camaraderie developed between their owners, which from my own experience of the time was also extended to owners of Heralds. That camaraderie was the basis for the TSSC which has now grown into all things Triumph and for me the camaraderie is what the club is all about. Using a Vitesse in competition rallies was not common due to the cost of parts. As Ford's sales of both the Anglia and Cortina were high these were popular with the private rally drivers as you could go to most scrap yards and obtain plenty of replacement parts at a reasonable cost. Not a thing you could easily do with the Vitesse as they were few in the scrap yards and parts had often to be bought new. Even so the Vitesse was still considered very much a club-



Harry Webster

ing people looking for a classic that possesses the feel of a car produced by a small volume quality car manufacturer.

Don't forget to post early for Christmas!



Pic.7.

mans car, [Picture 7](#).

We should thank the late **Harry Webster**, [Picture 8](#), (Standard Triumph's chief engineer) whose idea it was to produce the Vitesse. A car with so many outstanding features such as a separate chassis and a six cylinder engine. Even today in 2018 the uniqueness of the Vitesse still appeals to discern-



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Brake Caliper rebuild

Although the calipers used for this article were off a Triumph Stag I was re commissioning for someone, (the car had been laid up in a dry garage for about 15 years and as well as requiring a complete brake system overhaul, the engine had seized, the clutch had seized, the front strut rubbers had degraded, the Piranha ignition system had failed, the alternator had failed, the carbs were seized and the differential seal had failed, luckily all these were quite easily fixed with the engine freeing after a cocktail of Cola, Diesel and release oil had been added to the 8 cylinders for a few days and the crank nut rocked back and forth) the process is the same for most brake calipers and especially those commonly used on Triumphs, I have reconditioned many Type, 12, Type 14 & Type 16 calipers over the years using this method when the pistons have been seized solid in the calipers, once I had to carefully drill and tap holes in the bottom of the pistons after separating the caliper halves, I then screwed in a bolt to "jack" the pistons out, fortunately on this



Stag I was able to remove the pistons using a vice after getting the pistons to move out enough for me to be able to grip them .
Method – after applying brake cleaner around the pistons and

New 'O' Ring in place

"I have reconditioned many Type 12, Type 14 & Type 16 calipers "



leaving a few hours for it to soak in I attached my home made brake line/ air compressor hose attachment to the

caliper then used a G clamp to prevent the both pistons from

being blown completely out, the clamp was adjusted so that the one piston would come against the anvil of the clamp and the other would be prevented from being blown out by the outside frame of the clamp (you have to be careful not to allow the piston to move too far out, the seal has to remain in the bore to prevent compressed air escaping). With my brake line/air compressor hose connected to the airline the compressor "tap" was slowly opened and the one piston moved, the other was still solid, so I tapped the caliper body with a brass dolly and the still seized piston moved about 1mm. I kept the caliper under pressure for a few minutes, but even with a few more taps with the dolly there was no further movement so I disconnected the air line then using the clamp I pressed the seized piston fully back after giving it a good dose of release oil. I then put the G clamp back in place and applied air pressure again, with a few more taps with my dolly the piston moved out about 2mm. I continued releasing the air pressure, pressing the piston back home then applying air pressure until there was about

12mm of the piston protruding from the caliper (about the same as the opposing piston), then unscrewed my brake line/air compressor hose. Next I undid the bolts holding the caliper halves together (using a torque wrench and noting the amount or torque required to move the bolts) and taking each half in turn, gripped the piston in the vice then using 2 pry bars I eased the caliper half off the piston (being very careful not to lever on the face that mates to the other half of the caliper). This was repeated until all 4 pistons were removed where I found that all 4 seals had been damaged when they had been previously fitted and a complete "slither" of each seal lay at the bottom of each caliper piston bore! The calipers were then cleaned and re assembled using new pistons, seals and O rings that seal the two caliper halves (after lubricating them with brake fluid) making sure that the mating faces of the calipers were scrupulously clean after using an oil stone to give them an even better mating surface than they had from the manufacturer (as MOST caliper halves have a milled and not a ground surface, the seal is reliant on the "O" ring) . I tightened the bolts to the same torque that was required to loosen the bolts less 5 ft/lb to allow for the thread lock that had been on the bolts and used new spring washers and thread lock. I must say that the Stag caliper dust seals were far less fiddly to fit than the type that are held onto the caliper with a spring type clip. When the calipers were re assembled they were checked for leakage by re attaching my brake line/air compressor hose, placing new brake pads in the calipers with a piece of packing between them, slowly turning on the air and placing the calliper in a water bath, any leakage would have produced air bubbles, there were none. You always have to be careful when using compressed air, so if you don't have the proper facilities and equipment it is far safer and more controllable to use a hydraulic pump to remove seized pistons. You will also sometimes be advised that splitting brake calipers is a specialist job (not in my opinion), but it is well within the capabilities of anyone with the slightest modicum of engineering sense **as long as you take the necessary safety precautions, ensure that the caliper mating faces are thoroughly clean and the bolts are torqued to the correct value.**

Whether a Stag or TR with no brakes you shouldn't go far!

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TSSC. S. WALES CALENDAR SHOOT

Although it was the "turn" of my 13/60 to appear in the TSSC S. Wales 2019 Calendar I realised that I hadn't used my TR4A for three weeks (two weeks away on holiday) so on a misty October 21st morning I fired up the TR and made my way to the meeting point. Father and son team Gwyn & Tim Evans had once again organised the photo shoot which took place on the Rhigos mountain, which on a clear day would have had Pen y Fan mountain in the background, unfortunately the morning mist put paid to that, but the distant mist (in my uninformed opinion) actually made the images more dramatic. After the shoot Gwyn & Tim led our long procession of Triumph's along some great B roads to Brecon town then on to Crickhowell, my TR absolutely purred along and I was able to hit the 100 mph mark on the private road near my home on the return journey, a great day out in the TR!

Thanks to **Gwyn & Tim**

Bern

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2 Girls , a Herald & 500 miles - 2

Day 3 of our trip saw us packing up our tent and heading off in search of Smoo cave and cocoa mountain which were on the agenda for a stopping point en route to Ullapool where we would once again be pitching our tent. Smoo cave was a nice stop and a chance for us to wander into the cave and to find out more about its history. There was a guided boat tour available for £5 each, however by this point in the day it was lunchtime and Cocoa Mountain was on our minds!

Less than a mile away from the cave was Cocoa mountain, a chocoholics dream!! We sampled different very delicious (but very small!!) chocolates and a wonderful mug of hot chocolate.... does anyone sense a theme? Once our stomachs had settled we headed for our campsite Sango Sands in Ullapool. There we enjoyed some fresh fish on the harbour washed down with some cold beers... another theme I fear! Before retiring to our lovely campsite on the water.

On our last full day together we decided we would pack up early and eat breakfast at the stunning Corrieshalloch Gorge which the very friendly campsite owner told us was a must see. The gorge was simply beautiful and it was nice to slow down and eat our breakfast without feeling like we had to keep

“ There we enjoyed some fresh fish on the harbour washed down with some cold beers... ”

a luxury yet exclusive camping experience. After well over an hour of being lost with no phone signal we found the campsite and ‘checked in’. We were presented with a map of where to pitch our tent and told where we could park the car. We drove for miles and miles... I exaggerate somewhat it was



moving onto the next sight. This inspired us to skip out on Applecross for this trip and instead to head straight to our campsite in Inverness where we would find a nice restaurant and end our road trip in style. The problems began after this decision was made..... Hannah and I got lost (first and only time!) attempting to find our campsite which promised to be

roughly a mile... over a horrendously bumping ‘road’ which saw me constantly saying ‘Harriet doesn’t like this!’ And worrying about just what kind of campsite I had booked.

Eventually we arrived at the clearing where we would be pitching our tent, it was a tiny patch of grass with 2 other tents and nothing anywhere



Corrieshalloch Gorge

near. No real scenery and a very long walk back to the toilet block. Already I had a bad feeling in the pit of my stomach but we persevered and went off to look at the facilities. The bathroom cubicles were separated by little more than MDF, there was no hot water, however

there was a sign informing us to take care incase we get bitten by insects which carry limes disease which can cause blindness! I am not ashamed to say that was the decision maker for me as I ordered Hannah back into the car declaring loudly that we would not be

staying here.

This then left us with a dilemma - where would we sleep? We decided to call upon our lovely Colin Miller who took us back to his brothers house to use their WiFi to look for new accommodation for the night. Tired and hungry I very cheekily suggested to Colin's brother that he should allow us to set up our tent in his back garden!! I am delighted to say that they agreed and we even ended up with our own private bathroom facilities in their summer house! We had a lovely evening eating Chinese food and relaxing with Colin and his family and we were thoroughly pleased that the ordeal of the seemingly hippy campsite was well and truly over!

The next morning Hannah and I headed to Glasgow airport where I dropped her off for her flight home and then I headed to TriumFest for some more camping! We had a fantastic trip and we made some great memories although a few lessons were learned along the way too.

All in all we drove 1,064 miles in 5 days and we loved every second of it, especially in a Herald! The North Coast 500 certainly

got my approval and I can't recommend it highly enough!

*I hope everyone has a great festive period and I will be back in next months issue with a brilliant article written by another young member.

Alyson



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

Int GT6 Weekend & RBRR

Well, we are fast approaching the end of another year and I hope Santa brings you some GT6 related gifts later this month.

International GT6 Weekend

As mentioned in my October GT6 register report the International GT6 weekend took place at the end of September this year at Großenkneten in Germany

As I didn't manage to get along to the event this year, mainly due to the Round Britain Run which I entered in my Dolomite I was



2.

"As I didn't manage to get along to the event this year, mainly due to the Round Britain Run"

Holger Park to give a flavour of the event. Looks like I missed a good one.

Pictures 2, 3 4 & 5 Photos courtesy **Uwe Grosche**

hoping to get hold of some pictures of the event, and I'm pleased to be able to share some photos from **Uwe Grosche, Ron & Petra Verlaan, Chris Moll** and 40



3.



**Pictures 6 & 7 Pictures
from Ron Verlaan
Picture 8 from
Petra Verlaan**





9.

Thank you to Uwe, Ron, Petra, Chris and Holger for agreeing to let me use their pictures

GT6s on the Round Britain Run

As I mentioned, I entered the Club Triumph Round Britain Reliability Run in October, using my Dolomite, known affectionately as the Flying Log". I'm pleased to say I completed the run without any major mishaps. A good driving achievement covering 2,000 miles in 48 hours around mainland Britain and even better, team Flying

Log raised over £1400 for Epilepsy research the chosen charity this time around.

Although this is a Club Triumph event, there were quite a few TSSC members and officials taking part and marshalling at the event. There were a few GT6s and one GT6 related car taking part too.

Roy Lacey's 2.5L MK1, this car has covered several Round Britain Run's, 10 coun-

tries runs and is regularly seen at TSSC and Club Triumph events, a very well sorted and reliable car.

Roy had **Doug Jensen** who travelled over from the US as his co-driver, Doug is no stranger to this and other long distance Triumph events.



10.



11.



12.

Picture 9 Picture from Chris Moll

Pictures 10, 11 & 12 Pictures from Holger Park

Picture 12. My personal favourite, an arty shot of leaf shadows on a GT6 front wing by **Holger Park**, I think this would be worth framing and putting on the wall!



Roy's car arriving at the start, Knebworth, driven by Doug Jensen



Under the bonnet of Tim's car



Roy's car at Skiach Services, a Checkpoint North of Inverness



Tim's car with Roy's at Knebworth before the start



Tim Ward's 2.5pi MK3. Tim's car is fitted with Megasquirt controlled Electronic Fuel injection, another well sorted and reliable car which is regularly used as well.



Ian Foster's GT6 Mk2, a nice tidy car.



**Top - Tim's car at the Start, Knebworth
Tim's car at Skiach, my Dolomite is behind**

Ian's car at the start.



Ian's car at Bude, Cornwall

Paul Whitbread's Mk3 GT6.



Paul with his car at Knebworth before the start.



Ian's car with Roy's at Monmouth Services checkpoint in Wales

Dan Eglinton's Damson Mk3.



Dan cleans his rear screen before the start at Knebworth



Dennis's car at Skiach

Dennis Benson's MK3. This car was imported by Dennis from the US a couple of years back and converted to RHD. Although the paintwork is very sun damaged from the US sun the car is very solid and has had a pretty thorough mechanical restoration by Dennis. The bodywork in some ways is better left as is to show the "Patina" of the old car! This was the second Round Britain Run that Dennis has completed in the car.



Dan's car at Skiach

Rob Pearce's Mk3, this car has completed a few Round Britain Runs in the past under Rob's stewardship. Pic below



**Rob and his Co-driver James
at the start, Knebworth**

Lastly, a rather modified GT6 related car. **Owned by Chris Davison.** This car started off as a Spitfire. It has had a GT6 roof and rear end grafted on.

Then the more fundamental modification, it's fitted with a Mazda MX5 power plant.



**Under the bonnet of Chris's car,
Mazda power.**

From the Archive's

This retro photo was doing the rounds on facebook recently, mainly due to the mid 70s fashion statements of the two teenagers, but look what's behind them, a GT6 MK2. Not sure of the year this was taken but I'd suspect around 73 or 74. Sadly I was about the same age at the time and wore my trousers short to show off my high leg Doctor Marten's in the same way, fortunately I don't think there is any photographic record of this though!

Andy



Come Clean & Rolling Road Testing

Hello. As always, hope you and yours are well particularly in this festive season.

Well, so far into this winter period, its been so bad weather wise! I have managed to take my 2000 out twice as the weather was dry and even relatively warm! As I said last month, I do try and take it out at least once every two or three weeks to get all the mechanical things are warm, take the rust off the brakes, and electricity through the whole system, to ensure any built up moisture is evaporated. Nice to have the quarter lights a jar, to receive a good push through of fresh air in the car.

As I have mentioned in the past, I like to keep the 2000 clean and waxed as at the moment, I cannot get the car in the garage. The recent addition of waxing after polishing came

“ Nice to have the quarter lights ajar, to receive a good push through of fresh air in the car.”

into its own a few weeks ago. I live in Beaconsfield, not from the M40, and not far from where the magnificent Red Kite birds were reintroduced into the UK from Spain, after they were hunted and killed as they



were seen as taking livestock and other food sources. They are not actually birds of prey, but a rather fine looking vultures They have re-established to quite a stunning level, and are a everyday site above my

home. One day, one of the said Kites had a 'emptying of waste' moment, unfortunately hitting my car! The main thing with bird droppings is to remove it as soon as possible. The longer you leave it, the more damage





it WILL do. There are two points of view with that. One is it's the acid level of the droppings that attacks the paint surface. The other, is it creates a small area that is now different from everywhere else on that panel. This difference is light and heat. This then continues until its removed, and you then see what the effect is. I can see both, but the damage is the same.

So, with this in mind, you can imagine how impressed I am to see it.

So, if you are faced with this, act quickly, use lots of water and a soft cloth and be gentle with it. Just take time and don't rub too hard as you may have bits in your cloth, and rubbing can damage the paint. Once cleaned and dried, reapply the polish, and then wax at a later stage when you can. It should end up looking like this..

On a brighter note with the car outside, sometimes you can get

a good image..

Well, apologies go to **Bill Reed** who had kindly sent me his superb article and as I have changed computer as writing this article takes more time than my tablet can really put up with, I use a different one, and not all came across from one to the other (user error most probably!) but thanks to Bill who spotted this, most fortunately for me, contacted me to check. Thanks Bill!

Anyway, please enjoy..

RUJ 911N -

Rolling road test

At 8,000 miles since my engine rebuild by Mark Swingler's team at Southern Triumph, I thought it was time I had the car tested on a rolling road to see how its performance would compare with the original specifications. I thought this would also be an opportunity to look at mixture and timing to see if they could be improved.

My 1974 car, badged simply

rpm. It is fitted with Lumenition electronic ignition and overdrive on 2nd, 3rd and 4th gears. At the rebuild I retained the original spec camshaft with 18/58 timing.

Through TR-GB my brother Jon was recommended to Chris Conoley of Mass Dyno in Great Grandsden, near Cambridge. A chat on the phone quickly confirmed that Chris was familiar with these engines and could carry out a rolling road test to see where matters stood.

It was one of those times when as soon as you walk through the door, you know you've come to the right place. Chris was fitting spark plugs to a blue BMW, lowered and roll-caged, which carried his name and the name of his co-driver on the front wing. Elsewhere, precision work was being carried out on an engine block and cylinder head. Everything looked clean and professional, and Chris and his colleagues were immediately friendly.



2500, has twin SU HS4 carbs and was advertised as putting out 99bhp at 4700 rpm and 133 lb/ft of torque at 3000

Chris told me that he used to own the whole business, but a few years ago passed Mass Racing, the engine-building part,

on to the lads who worked with him, and kept the Mass Dyno part for himself and Jane.

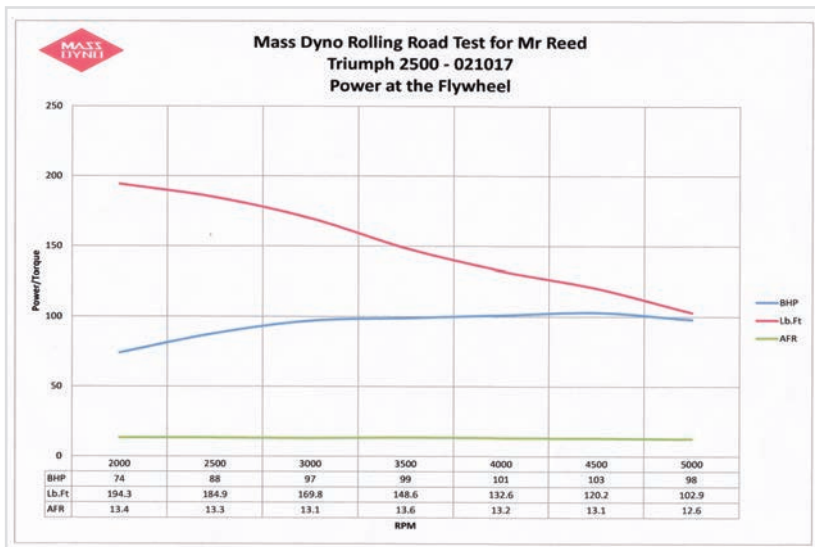
Once the car was settled on the dynamometer rollers, Chris started by looking at timing and mixture, tweaking the front carb to weaken the mixture very slightly. He took out the damper piston so he could see what he was doing.

Getting the test under way, the engine noise was deafening - the sound of my Chris Witor semi-sports stainless exhaust being amplified by reverberation in the shed, and the huge fan placed at the front of the car to create air flow through the radiator. I began to feel a bit shaky! About half way through the test a couple of puffs of black smoke came out of the exhaust - perfectly normal, said Chris, as an engine which has not been stretched in this way will have left residue in the exhaust system which has now been blown out!

So what about the results?

Chris's test showed a maximum power of 103 bhp at 4500 rpm, falling to 98 at 5000. Torque at 3000rpm showed better than expected.

"It's not an exact science," Chris said, explaining that on most cars about 30% of the power at the flywheel is absorbed by the gearbox, differential and other transmission components, and this can vary slightly according to the tyres



or the type of oil used. There can also be a little slippage on the rollers.

The air/fuel ratio was very constant over the range, showing that the carburettor needles were right. "And even if they're worn, they're worn right," said Chris.

Regarding fuel consumption, I usually get 24-25 mpg on mixed driving, although short trips can fall to 21-22mpg. Having overdrive on 2nd gear helps a little. On the outward trip to this test I covered about 150 miles at 24.7 mpg. On the return trip under similar conditions I got 26.7 mpg. In their test of this HS4 carb model published on 8 June 1974 (very close to the date my own car was built), Autocar reported overall mpg of 22.2 and touring mpg of 26.8.

So I have the satisfaction of knowing that my car is performing as designed.

Bill Reed,

December 2018

Thanks Bill for such an informative article. I don't imagine we have had many people putting their car onto a rolling road, but great to see you have, and have access to a place with such great knowledge of the car.

May I add, if you have sent me an article or images, and you haven't seen them in the Big Saloon news, please do resend. Also, if you haven't yet, why not take a few minutes over the Christmas period when you have just about had enough Turkey and seen the rerun of your favourite film enough, to send me a short or long, story about the adventures in your 2000?

Anyway, may I wish you and yours a Very Merry Christmas, and Happy, Healthy New Year. Raise a glass to those who have gone, and those who don't quite understand..

Happy Holidays!

Carl



STAG

MARTIN MARRISON stag@tssc.org.uk

Braking System Notes

Please find an article provided by Phil Wilson.

For those of you that don't know our esteemed Herald 13/60 registrar has a very nice Stag. SO over to Phil for a useful article on PDWAs. If you are not sure what they are read on .

As reported in my November 13/60 article, I have been replacing the metal brake hoses in my Stag. The ones going to the rear wheel cylinders have obviously been undone a few times over the year and were now hard to get a spanner on - they were removed with grips this time. Also, the pipe that runs across the car in front of the rear subframe was quite badly corroded. Plus many of the pipes were no longer clipped securely. So the whole lot has been replaced with a knifer pipe kit from James Pad-dock and all securely clipped. I have also replaced the flexis, rear cylinders, calipers (with re-conditioned items from JP), discs, shoes, springs and auto adjusters (SOCTFL ones from LD Part). In fact it's just about all new. A big job but, I hope, worth it.

When it came to bleeding the system, as expected, it threw the actuator in the PDWA (Pressure Differential Warning Actuator or brake failure warning switch, if you like) unit over to one side so that the brake failure warning light on the dash



came on. (The PDWA had also been overhauled with new seals.) I carried on as this doesn't prevent the bleeding process. However, at the end the pedal was still spongy so I did it again with my Gunson's Easibleed kit. It was still spongy.

So I resorted to the internet and on the SOC forum I found that this is not an unusual problem - the master cylinder needs to be primed. The recommended solution is to short circuit the master cylinder with two pipes that are looped back into the reservoir, as show in the photo. Fill the reservoir

with fluid and pump until fluid comes out of both pipes. Brilliant! I did this, re-bled the system with the Easibleed and it all works just fine.

"So I resorted to the internet and on the SOC forum I found that this is not an unusual problem "

The technique for centering the PDWA is as follows (assuming you don't know which way



If it doesn't then do up the valve and repeat the process using the offside caliper. It should work this time. Note that you don't get this problem if you use an Easibleed or similar from the start as you never generate enough pressure to operate the PDWA.

While under the car I checked the two little rubber fuel pipes at either end of the floor pan and, to my horror, they looked original (photo). I only had to move the rear one a fraction and fuel came spurting out. So these were changed to ethanol-proof R14 ones (from the TSSC shop). There are rubber hoses in the boot as well which I will check next. It's no good just changing the ones in the engine bay even though they are the easiest!

I hope that fellow Stag owners will find this useful.

Cheers,

Phil

As for myself I have had a surprise failure of a Cheap/Chinese fuel pump (to be fair I have had the car for 3 1/2 years and it was on the car before this). So I am putting together an article on how to upgrade the fuel supply on a Stag, But more of that later.

Martin

it has gone): Attach a bleed tube to the rear offside cylinder and open the valve by half a turn. Switch on the ignition and press the brake pedal quite hard until, hopefully, the light goes out. If it does then that's the side the actuator had moved to.



Have you checked Yours?

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BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

What would you like?

December – where did the year go? – too much time spent enjoying the summer I think, but as one gets older the years seem to rush by, I think one needs to sit back, relax and slow down – mind you I have never been good at taking my own advice! And my foot seems firmly planted on the loud pedal!

Now with Christmas coming – what would I like? – a lovely looking 4s perhaps – **Dave Sitwell** seems to have ac-



“I think one needs to sit back, relax and slow down – mind you I have never been good at taking my own advice! ”

quired himself an early present a lovely looking car, I understand he bought it in Manchester and then drove it home to the Isle of Wight, where it will live with his Herald 13/60 Convertible – well done Dave, it looks to be a nice car, and hopefully I will get to see it in the flesh sometime before too long.



In a similar vein I have also heard from **Andrew Cleare** who has bought a white 2 litre convertible from Lincolnshire and drove it home to Devon, I understand that this is the first Bond in recent years to attend a Devon Area Meeting

And, in a similar vein that **Paul Grogan** sent me a copy of an original Bond Equipe Advert.

I have also heard from **Graham Lowe** who is restoring a 4s, he has made good progress, and has stripped the car down, rebuilt the chassis

MOTOR week ending 13th October 1968 229

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and running gear and got the body back onto the chassis – useful to have large machinery to help with the job.





Finally a couple of months ago I saw a 2 litre convertible on ebay – it was not the car that piqued my interest but the hardtop – I have never seen a hardtop for a 2 litre convertible before. I have discussed the idea of making one with various members over the years but that had never got very far, I cannot see from

the photos if it is homemade but I suspect it was – does anyone have any more information about it?

Guy



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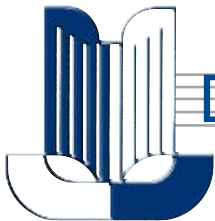


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December 2018

AREA NEWS

AREA Directory • News • Events



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



AREA DIRECTORY

Triumph Sports Six Club

SCOTTISH AREAS

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

NORTHERN AREAS

CHESHIRE	Henry Jones: 07779 878125 Cock & Pheasant - BOLLINGTON CROSS. SK10 5EJ	1ST THURS. 8.30PM
CUMBRIA	Roy Ross: 01229 474077 Phil Evans: 01946 861548 Advertised in Cumbria News & Website	LAST SUN. 12 NOON
MANCHESTER	Wayne & Anne Ash: 07770 565670 Mark & Lorraine Kilgallon: 07954 784342 Ye Olde Red Lion, 516 Warrington Road, Warrington, WA3 6JT	1ST TUES. 7.30PM.
NORTH EAST	Geoff Dent : 07773 440201 Deryck Beadling: 07939 068976 The Travellers Rest, Front St - WITTON GILBERT. DH7 6TQ	1ST SUN. 7.30PM.
LIVERPOOL	Alex Cain: 0151 222 2366 Vikings Landing. Stonebridge LIVERPOOL L11 2BD	1ST TUES. 8PM.
LANCASHIRE	Kevin Makin: 07980 604021 Dennis Petty: 07951 727747 Canberra Club (BAE systems) BALDERSTONE. BB2 7LF	LAST TUES. 8PM
WIRRAL	Richard Lloyd: 0151 625 3172 Cottage Loaf - THURSTASTON. CH61 0HJ.	1ST TUES. EVES.
NORTH YORKS	Richard Briscoe: 07766 354449 Greyhound Inn - RICCAY. YORK. YO19 6TE	4TH TUES. 8PM
SOUTH YORKS	Richard Oakes: 07702 492349 Crown Inn, Barnburgh - DONCASTER. DN5 7JQ	1ST & 3RD TUES. 8PM
WEST YORKS	Alan Heaton: 07944 909823 New Inn - 170 South View Rd, East Bierley. BRADFORD. BD4 6PP	2ND TUES. 8PM.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487 The Bull & Butcher - CORLEY MOOR CV7 8AQ	1ST TUES. 7.30PM.
DERWENT VALLEY	Roger Buck: 07970 619149 Colin Wright: 01773 531580 Smalley Common Ex- Servicemans Club - ILKESTON. DE7 6FY	1ST TUES. 7.30PM.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371 Rose & Crown - 45 Main St, Thurnby - LEICS. LE7 9PJ	1ST TUES 6.30.PM
LINCOLNSHIRE	Simon Oliver: 07841 450715 Swan Holme - Doddington Rd - LINCOLN LN6 3RX	1ST WED. 8.00PM.
NOTTS	Nigel Hill: 07976 163006 Sandy Pate Sports Bar - MANSFIELD TOWN FC. NG18 5DA	3RD WED. 7.30PM
NORTHANTS	Nigel Hawes: 07879 491778 Overstone Manor - Sywell - NORTHANTS. NN6 0BB	2ND WEDS. 8.30PM.
OXFORD	Thomas Cope: 07972 039532 Duke of Cumberland's Head - CLIFTON. OX15 0PE	3RD TUES. 7.30PM.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358 The Five Horse Shoes, Barholm - STAMFORD. PE9 4RA.	2ND MON. 8PM
SHROPSHIRE	Bill Bate: 07887 605778 David Embery: 0770 1049881 Simon Morgan: 07786 806189 The Red Lion - 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 <i>The Plough</i> - 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	4TH SUN. 12 NOON OCTOBER TO APRIL
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 - THATCHAM. RG7 6QJ <i>The Downgate</i> - HUNGERFORD. RG17 0ED	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 WEDS. 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

COUNTRY	CONTACT NAME	CONTACT DETAILS
AUSTRALIA (Queensland)	Richard Graveur	Randagraveur@gmail.com
AUSTRALIA (Victoria)	Richard Stewart	rislaw@bigpond.net.au
BELGIUM	Stefan Vandendijk	Stefan.vanendijk@purolator-afg.com
GERMANY	Hans George Stumpf	hgs-systems@onlinehome.de
GREECE	Soulis Papathanasiou	Soulishellas@gmail.com
FRANCE (Poitou Charentes)	Victor Thompson	vcandvh@gmail.com
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NEW ZEALAND	John Etheridge	Johnhtetheridge@aol.com
SWEDEN	Odd Hedberg	Odd@triumphclub.se
SWITZERLAND	Robin La Barre	Robin.Labarre@Bluewin.ch
SWITZERLAND	Philip Bellamy	0041 79 347 1221



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: spittires@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 Buggen 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 5years 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

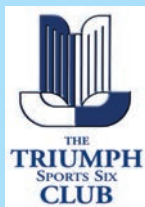


AREA ORGANISERS CODE OF CONDUCT 2019

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



TSSC AREA NEWS

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

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 dia-



CAMBRIDGE CANTERBURY . . . CHESHIRE

TSSC AREA NEWS

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 Tel. 07779 878125 www.tssc.org.uk e-mail: cheshire@tssc.org.uk

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

Tel. 07979 464643

e-mail: carol.63@hotmail.co.uk

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

TSSC AREA NEWS

COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@yahoo.co.uk

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 paste, 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

Hi Folks. The Smiffy Spitty's first trip out in September was to the Corborough 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 Lubenham 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
www.derwentvalley-tssc.org.uk
e-mail: roger@derwentvalley-Tssc.org.uk

2018 as 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

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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



TSSC AREA NEWS

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-



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 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 NORTH

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 an 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 up 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**

ESSEXTel. **07715 449332****01375 672072**e-mail: awjannaway@hotmail.comwww./sites.google.com/site/tsscessexarea/

Well the season is coming to an end but we do have quite a lot to look forward to in Essex. With the **exclusive weekend 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 overnighter 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

Tel. 07802 171227

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www.tssc.org.uk/glooucester

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

Jane

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
e-mail: peter.h.lewis@ntlworld.com

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 Lid! 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 Novembers** 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

ISLE OF WIGHT Tel. 07842 249591
e-mail: tssciov@hotmail.com
www.facebook.com/groups/786750551371248/

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

WEST KENT Tel. Colin 07810 102525
e-mail: colin@tssc-westkent.org
www.tssc-westkent.org

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

M25 EAST Tel.07938 526324
e-mail: herald1360@virginmedia.com
www.tsscsm25east.webs.com

Hello all you M25 Easters, 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



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)

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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 "Brum" 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.



TSSC AREA NEWS

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 lan's blue TR7 coupe alongside Nigel and Helens red TR7 convertible. At the meeting were lan, 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 lan? After a while wondering if we were in the right car park lan 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

l o y a l t y card which Mary and I shared the p o i n t s . 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 sitting 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 NORTH EAST . . . NORTHERN IRELAND

TSSC AREA NEWS

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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

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 ours 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 to 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

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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



TSSC AREA NEWS

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 Ballycruttle, what a lovely name, Bright and Minerstown 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 Seaforde. 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 Mourne. A little variety here as we took part of the scenic loop that gives you a much closer look at Slievenagloagh 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,

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.



NOTTS OXFORD . . . PETERBOROUGH

TSSC AREA NEWS

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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 2courses 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

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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

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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



TSSC AREA NEWS

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

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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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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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 brollies 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



TSSC AREA NEWS

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

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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 didnt 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

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

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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 marquee 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 cafe 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 2.5s 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
Wraysbury.**

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



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 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



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

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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 busses 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 Doty 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



TSSC AREA NEWS

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

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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

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/caravanning 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 elevenes (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
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