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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.

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Sunday 1st December 10.00 am to 4.30 pm

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Tel 01858 434424 www.tssc.org.uk

THE COURIER NUMBER 474 DECEMBER 2019 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 474 DECEMBER 2019

Seasons Greetings!



Merry Christmas to all TSSC Members!

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TSSC HQ TEL. 01858 434424

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



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



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



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THE December 2019

COURIER

Price £3.50 Free to Club Members.

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FINISHING THE HERALD 60TH
ANNIVERSARY YEAR
MONTE CARLO HERALD!

Courier Copy/Area news



Editor. Bernard Robinson

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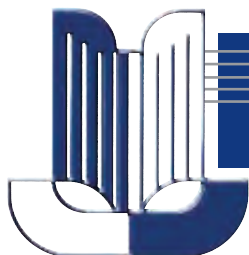
Courier Copy By 8th of Each Month

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THE GET OUT

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TSSC HQ Services

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

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

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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 ACCOUNTS

Trudi Prettyjohns, TSSC HQ, Sunderland Court,
Main Street, Lubenham, Leics. LE16 9TF
e-mail: trudi@tssc.org.uk Tel: 01858 434424

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COUNCIL OF MANAGEMENT

2020 meetings:

26th Jan, 29th March

19th April - AGM

14th June, 20th Sept, 29th Nov

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, 20 Audit Hall Road,
Empingham, Rutland. LE15 8PH.**

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

Christmas Wishlists

December is here and across the land TSSC members are thinking about the major jobs they put off until the winter.

Some of us keep our cars on the road right through the winter and we as a club salute you for there is nothing more that cheers the heart than seeing a fellow Triumph driver out in all weathers.

Most of us take things easier on the driving front through the winter months and that makes this the perfect time to tackle those bigger jobs. Each of us tends to know our skills and our limits and so not everyone will be tackling the same jobs. Some might be degunking the engine bay or changing the oil and the antifreeze to make sure that mixture is up to strength for the colder months to come. Others might be digging out, buying or borrowing an oil gun from a fellow member or Area Organiser and oiling their trunnions!

Some of us have been planning out a major piece of work on the car whilst she is laid up over the colder months. Perhaps you are planning to polybush the front suspension or replace the anti-rollbar or to investigate that clunk from the drivetrain. Perhaps now is the time to whip out that gearbox or diff and get it refurbished to put another thirty years on it. Some of us are just taking the chance to potter around the car tidying up all those little things that were annoying over the summer but there was never enough time to sort them out. Cars that go out every day, those Daily Drivers, they need love too.

Not all of us are lucky enough to have access to a garage and have to work on their car out in the cold. Nitrile gloves don't just keep the oil off your fingers and make quite a difference to how long you can keep your fingers warm - at just over seven quid for 100 from the Club Shop you could even put them on your Christmas wishlist.

The Club's Christmas Open Day at our Lubenham HQ, near Market Harborough, on the 1st of December is a great get together with Festive Mince

Pies and Lunch, an extra discount in the shop and Bern's Bizarre Bargains of oddities and amazing and unusual offers. It'll give you the chance to pick up the parts you need for those winter jobs with a **10% discount over the counter** and to talk to other members about how they're tackling the same jobs as you. I hope you make it.

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



BY TOM HARTLEY

TSSC COUNCIL OF MANAGEMENT



EVENTS CALENDAR

e-mail trudi@tssc.org.uk

TRIUMPH
SPORTS SIX
CLUB

TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

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

e-mail: trudi@tssc.org.uk

December 2019

SUN 1 DECEMBER 2019

TSSC HQ CHRISTMAS OPEN DAY

10AM TO 4.30PM

CLUB SHOP DISCOUNT 10%
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SAT 7 DECEMBER 2019

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July 2020

FRI/SAT/SUN 3/4/5 JULY 2020

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August 2020

FRI SAT SUN 14 15 16 AUGUST 2019

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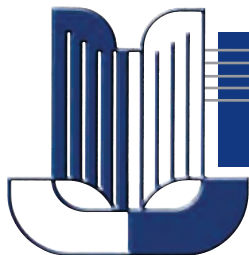
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NEWS REVIEW

Monthly News of a Triumph Nature

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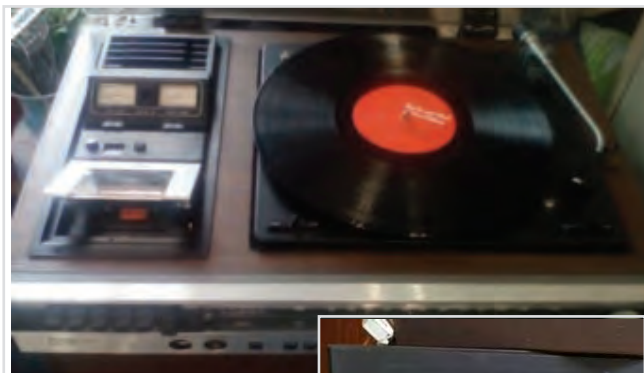
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December – Christmas – presents – music. Ok, so what's my topic this month, I guess it has to be a Christmas stocking of Triumph musical miscellany.

At the autumn Beaulieu I spotted a lovely gramophone that I thought would have looked great in one of our vintage Standards, although it was a bit pricey for my pocket.

A couple of photos though will show why I mention it as it was made by Triumph!



This later 1970s/80s music centre version does have the make 'Triumph' on the front but a bit too fuzzy to zoom in on. I wonder if there was any connection.

And appearing to date to a little further into the 1980s was a Hi-Fi stacking system.

It was a different company which made this version though, this being an early Edison Triumph Phonograph



dating to the very early years of the 20th Century.

In the way of Google image searches I was led

Hoping to find out a little more about this Triumph company I went googling, with no joy on that score but, of course, finding other 'sort-of' related items.

in turn to the 1970s & 80s rock band 'Triumph' and some of their musical output - I've featured 'Just a Game' in these pages before, having a copy on





tape which plays just fine in the cassette player in my 1989 Honda, but now I've also found 'Rock & Roll Machine' and 'Stages'.



Whilst among the mechanical



music maker contraptions, typewriters also appeared in the image lists, with the familiar logo later used on motorbikes, some of a distinctly older design than others – the white one being very similar to the Brother typewriter my dad had for years and which I used a

great deal before being seduced away to the electric one which I bought for myself for many pre-PC years.

Then coming more up to date, a new appearance of the name, on a 'Napoleon Triumph' gas barbe-



cue grill – how's that for a beast! And last, coming well and truly into the 21st Century, this Javad Triumph 3, that caught my eye at the Construction Week event at the NEC that I went to with Guy. Despite some research on-



line all I could work out is that it has something to do with surveying, and establishing precise locations from satellite signals.

I hope you'll all receive something as exciting, or more so from Santa in your Christmas stocking, and, should you discover anything appropriate for these

pages, please do send me pictures.

And, now getting towards the end of our Belisha cards, we come to number 12, just 1 more to go.

**Marsh Road,
Ferrybridge
Buckden
Palace
Loch Awe,
Falls of
Cruachan
Blacksmith's
Shop,
Gretna Green**



And it just remains for me to say good bye for now, and hope you'll all have a lovely time over the holiday season.

Suzie
9

Unleaded Head build

Firstly apologies for missing two important pictures from last months article regarding the soft top. I meant to include these two pictures illustrating the door window top 'flap' comparing an original soft top with a poor copy.

It clearly shows the original has far more material and offers better weather protection!



'probably' sufficiently hardened and coated with lead from the many years of running on leaded fuel. He surmised that it would probably take many more years before

they would 'burn' away and get damaged from unleaded fuel.

When that day came, replace the seats, until then enjoy it.

I must admit at that time I didn't have too much spare cash, so I was happy to take his advice and put-off the expense of an unleaded head until I had to purchase one.

Move forward nearly 20 years and I finally finished (ish) the Spitty and started to get more adventurous with my journeys,

Now for something new!

Conversion of my Triumph Spitfire 1500 to unleaded fuel

Many years ago (late 90's) I pondered whether to change /upgrade to an unleaded head. At that time the main go-to for advice was John Kipping who you may have heard of. At that time John was local to me, in Coventry, and I first started 'shopping' there when I began to rebuild my 4-speed gearbox. Johns' advice regarding 'going unleaded' was simple, if its not broken, don't fix it! He believed that the exhaust seats were



" Johns' advice regarding 'going unleaded' was simple, if its not broken, don't fix it! "

clearances and some long runs it was no better, in fact it was getting worse!

I decided to remove the cylinder head and inspect the valves and bores etc. I discovered a very badly burnt (possibly corroded) valve seat! Also some of the valves were quite loose in the seats. So I asked a few colleagues if they could recommend someone to take on the work of cleaning, 'skimming' and fitting hardened seats to the old head. There were two company's suggested, but one in particular had been recently used by a colleague and he

was very pleased with the price and service, IB Engineering in Nuneaton (there are other Engineering companies available).

I gave Mark a call at IB Engineering and arranged to pop around with the head, so he could assess the 'damage' and the work required to rectify it.

Mark initially had a chat and established what I required and offered some advice and gave me an overview of the process and exactly what I would get back in a few weeks time. He then carried

out a 'vacuum test' on the bench for each valve and straight away identified that valve No.3 (which was re-assuring) was low. The other valves were not great either! He then removed each

valve and examined the seats by eye, it was obvious none of them were too great and No.3 was very badly damaged, I'm guessing from a combination of unleaded fuel and perhaps corrosion from sitting for several years with the valve open!

Long story short, Mark stripped the head and left it to clean overnight in a

bath of something environmentally friendly, not acid but equally



initially travelling to Spa and 'driving' a few laps of the circuit. It was then I noticed a dis-



tinct lack of power. When back home I carried out a compression check and discovered that the cylinder pressures were 131, 129, 111 and 136 psi respectively. No3 cylinder pressure being considerably lower than the others. I tried to convince myself this might be a sticking valve or build up of carbon! However after several attempts to adjust the valve





new stems until the oil was fully flowing. The valves were 'lapped' in to the seats and it looked like new. The cost was £275, and worth every penny.

Proof of the pudding would be in the running! It took me a week later to fit the head, obviously with all new gaskets etc. I had carefully cleaned the block mounting face, tops of pistons, water

effective. Every nut bolt and core plug was removed and the head finished rather than skimmed, to remove just 4 -5 thousands of an inch. The old

and oil ways. Making sure to keep all debris out of the bores. I used a machined block of aluminium that I knew was flat and some 120 emery paper to gently clean the engine block mounting surface. I blocked oil and water ways with paper roll.

I pushed paper roll into the cylinder bores and smeared grease



around the top of the cylinder bores to 'catch' any small debris from the sanding operation. It doesn't have to be perfect but it needs to be pretty close to it, or as good as you can get without machining.

I also replaced the cylinder head studs and nuts, these were torqued down in sequence (using the

exhaust seats were bored out and hardened exhaust seat inserts fitted.

The head was painted and new core plugs installed. Finally new valves and springs were installed, there are no valve seals on a 1500! Mark told me he had applied Graphogen grease to the valve stems for the initial engine cranking/start-up to make sure there was lubricant on the





I hope this encourages anyone considering converting to unleaded the courage to do so and I'd like to thank Mark for his advice and hard work which hopefully will see my Spitty on the road for another 100,000 unleaded miles or hopefully

faithful Haynes manual) and everything refitted, pushrods, rockers, water pump, manifolds, hoses etc.

I turned the engine over by hand to set the valve clearances again using the Haynes manual as reference.

I 'squirbbed' some engine oil into the plug holes before re-fitting plugs and cranking. I also retarded the engine timing slightly so it wouldn't run too hot. A couple of cranks later the fuel was through and it fired up.

After a few runs around the block I checked the valve clearances and compression.

The compression figures were now 130, 136, 127 and 132 respectively, well within 10% of each other.

I'm currently 'tuning' the carbs (which ultimately will get a rebuild) and playing around with the timing to see what the 'max' power and torque curves look like.



many more!

Hoping you have a great Christmas.

Steve

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



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Herald

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COLIN LINDSAY herald@tssc.org.uk

I Never Knew that!

It's always a wonderful feeling when you discover something new; it's easy to think after so many years driving – sorry, working on – and enjoying Triumphs that you've seen all there is to see and know most of the important things. It's comforting to know that if something is wrong, or is missing, or non-original, that you can spot it in an instant and if you don't have the required bit lying about somewhere, at least you know where best to get it. Sometimes however you still get that feeling when you find something completely new. 'Ex Herald alia liquid novi' as they say, and no it doesn't translate as 'There is always something new leaking from a Herald'.

Did you know, for example, that there was once a vehicle called a Mazda Bongo? (pic1) This was a Japanese van-type vehicle along the lines of the VW Combo and indeed started life with a rear-mounted engine, which eventually migrated via the middle to the front, and spawned such versions as the Bongo Brawnee and the Bongo Friendee? It came factory fitted with a distress flare – honestly! – which must have really stopped traffic in the High Street but would certainly help the AA come to your rescue, and a page in the handbook called 'I Know Nothing' which amongst other things tells own-



"Bongo!"

ers there's a drain hole in the floor, to let water out, and that the entire roof can be raised to increase headroom. You would think owners would realise this after a time, but given that back in the early 1990s I once had a Mazda 323F for three years and never found the air filter, I can well understand it. Sadly, the Eureka moment of discovery no longer happens too often with Heralds. The last time it happened to me was when I discovered a filter assembly in every Estate fuel tank.

People have discovered entire planets with less excitement.

"spawned such versions as the Bongo Brawnee and the Bongo Friendee?"

So it was when I received an e-



Pic.2.

mail from Herald owner **Stanley Cleaver** who has an early Herald and was having problems

with his seat runners (pic2) – to be exact: *"I have a Herald with seats that are not running smoothly, as you can see I have taken the assembly out and found that the little rubber tyres on the rollers have perished. My question is, do you know where I can possibly get replacements?"*

Rubber tyres?? Rollers? New to me. First stop was the Herald parts manual, which shows the seat runner assembly as a completed unit – 'solid state,' as electronic thingies from my youth used to say. I couldn't find a breakdown of any internal parts, anywhere.



Stanley was kind enough to send me detailed photos of his own dismantled runners, and to my amazement, yes, there are rollers (pic3).

I had to run out and check a few spares of my own and of course there they were; just about visible if you shine a strong torch down into the runner and squint along the beam.

I had assumed that the top



runner, to which the seat is attached, merely slid along the lower rail which bolts to the floor, and was held in place by the ratchet system on the adjusting handle, and indeed this is the case on any I remember having dismantled. It appears that in some of our cars, there's more to it – inside early runner assemblies is a small roller, surrounded by rubber 'tyres' (pic4) which spaces the two sliders apart and allows for a more frictionless movement.

A definite candidate for the Herald's "I Know Nothing" page.



The unfortunate part of the process is that I cannot dismantle my own early 1962 runners to inspect the rollers within; a large dimple

in the rail acts as a stop both front and rear to limit the roller's travel (pic5) and try as I might, I cannot – short of drastic surgery – separate the two halves. I have therefore no idea if the loss of the rubber surround on the roller allows for a greater range of movement to aid dismantling or if Stanley's car, being an early model, was designed to allow the runners to be taken apart and indeed from the photos does not have the large dimpled 'stopper' of the mid-range cars. Interestingly the latest Herald I own - a 1967 model - has no rollers at all, and the sliders can be disassembled simply by removing a split pin. This may be why, on any I've dismantled and refurbished, there has never been rollers - the earlier ones are indeed 'solid state' and therefore have never been taken apart! As with all things Herald, it appears they used different versions of seat runners, mostly on the earlier cars, and so the rollers may have been deleted as a cost-saving option later on.



Incidentally the runners appear in the 'maintenance' section of handbooks and should be treated to some light oil every so often to ensure they continue to slide easily.

In the case of the rollers that Stanley removed he was able to provide dimensions and on reading these the first idea for a replacement rubber outer



was a model car tyre – with all the variations of toy cars about and the options available for kit builders, something should fit. The roller in total is 7/8" wide with a 3" circumference; but the rubber ring only needs to be 1/8" wide with a diameter of 3/4". (pic6) An O-ring might seem the obvious solution but might not have the necessary width to height ratio that a miniature tyre would, nor the durability. Stanley's search was ultimately successful as he wrote back to say he had replacements coming from a model shop asap.

Hopefully a simple solution to a problem that I never knew existed before!

Incidentally, if you've ever inspected your Herald's seat runners, you'll find that the inner ie gearbox tunnel side has straight edges, whilst the outer is curved in a 'B' shape (pic7). I've no idea why, but it may tie in with a little fact that some owners never realise - you know that sort of owner, they drive their cars rather than having them perpetually in bits, and so never need to worry about these things? There are two mounting holes on the seat runners, and using the higher you can raise the seat, or use the lower to give slightly more leg room under the steering wheel. On the seat frame itself

gear box side, and the front on the outer side

(pic8). What this clever little option does is to angle the seats so that when tilted forward, the rear outer edge swings inwards, and so the doors will still close with the seats tilted. If you fit the seats to the matching hole on both sides they will tilt straight, but due to the design of the Herald they'll foul the doors.

And, of course, many owners omit or have lost the rubber mounting blocks (pic9)

– driver's side only – which clamp around the base of the seat frame and give a range of different heights for your preferred driving position. It's a simple, basic

solution, but it's the only way we can adjust the angle of the seat back! After all, Triumph did advertise the Herald as having dozens of seat adjustment combinations, and if you want to try them all the blocks are still available new or second hand if you search. And one final point on the subject - the ratchet levers which control the fore and aft movement should be on the inside, closest to the centre. Guess whose will have to come out again?

On that note - I've realised who else is coming again at the end of the month, and after that annual celebration (have a Happy One, by the way) we'll be in 2020, when all of my Triumphs will be over forty years old. Sadly as we have no rolling road tax exemption over here - yet - I'm still paying tax... but hey, it's worth it.

I'll leave you with a toast for the coming New Year: *May you never forget the things that are worth remembering, and may you forget the things that aren't.* **However:** always remember to wear your seatbelt...

Colin



Current Affairs

Lots happening at home at the moment, so time is short. Rather than not provide you with anything this month I have cheated and lifted a couple of electrically themed technical articles I wrote some years ago. Subjects that have been covered many times I know, but still valuable to some, so apologies to those that have 'been there and done that' I'll do better next month (hopefully).

Alternator Conversion

As many of us add various electrical accessories to our classics, the need for more reliable charging becomes increasingly important. Whilst the old dynamo & control box set up was perfectly adequate in the days when even a heater was a optional extra, nowadays halogen headlamps and other electrical goodies make the old set-up borderline at best.

Converting your Herald (or any other Triumph) to run on an Alternator is pretty straightforward, but is a question that gets asked on forums etc. on a regular basis, so here's one more article on the subject.

Choosing & Fitting the Alternator

The most common Alternator choice is the Lucas ACR type as this was standard fitment on many British cars of the era. They aren't a straight swap with



Pic.1.

"Now get your multi-meter out again and compare the readings"

the dynamo, so you will need to either make your own spacers and brackets, but I would recommend buying one of the conversion kits ([Pic 1](#)) which are available from most of the Triumph suppliers for around the £45.00 mark for just the brackets, obviously more if it includes the Alternator as well.

Other Alternators can be fitted, many of the suppliers sell high output models or ones that look like a dynamo, but both types are considerably more expensive than the ubiquitous Lucas item.

You pay your money and take your choice.

Wiring

Before you make any changes

be sure of the following two things:

- ♦ That your car is Negative Earth, if it isn't you'll need to address this first, you can't fit an Alternator to a positive earth vehicle.

- ♦ You know the output of the Alternator you're fitting, anything greater than 25amp and you'll need to add an extra wire back to the battery if you have a standard wiring harness.

Your control box is now redundant, either remove it completely and replace with some kind of junction/fuse box or remove the innards and solder suitable cables to make the required connections ([Pic 2](#)). Whichever route you take, you'll need to connect the wires as follow:

- ♦ The thin black earth cable is not needed and can be disregarded.
- ♦ The thin Brown/Green & thin Brown/Yellow cable should be joined together, this is the



Pic.2.

connection between the small field terminal on the Alternator and the dash warning light.

♦ This should leave you with 5 thicker cables, 2 x Brown/Blue (Lights), 1 x Brown/Yellow (Alternator) & 2 x Brown (Solenoid & Horn), these need joining together.

For Alternators with an output over 25amp, use the second large terminal on the back of the unit to run a suitable cable to the live side of the starter solenoid, this will carry the extra load back to the battery.

If you are applying this information to anything other than a 13/60 Herald, the wiring colours maybe different, but the basics are the same:

Disregard the earth cable.

**Join the two thin wires
(field/warning light)**

**Join all remaining thicker cables
(feed, lights etc.)**

Other information:

If you want to save the cost and make your own mounting brackets, do ensure you get the Alternator pulley in line with the crank & water pump pulleys, if not you may experience premature failure of the bearings in the Alternator or Water Pump or both!

Brighter Headlights

There are two ways of improving the brightness of the headlights on your Triumph, or any classic come to that. Firstly you can replace the sealed beam units for halogen headlamps, available from all the usual traders and your Club Shop.

This is definitely a worthwhile upgrade if you use your car all year round, though it does really require that you have converted your charging system to an alternator as the old dynamos would struggle to keep up. Secondly, and in my view just as important as the halogen upgrade, is to add relays into the circuit. There are two big advantages of doing this; your headlights will be getting a very healthy 12v plus supply direct from the battery and those 40+ year old switches will only be switching the relay rather than carrying the main current, this extends their life significantly. Out of interest use a multi-meter to see what voltage you are getting at the bulb connection, I bet it's in the 10v range which will be having a huge detrimental effect on their brightness.

I won't explain how to do the halogen headlamp conversion as it's pretty simple, but for some car electricians can be a big daunting, so here's how to add relays. Firstly you will need to get a few bits (Pic 3), I always use www.autosparks.co.uk but there are several other suppliers. Your shopping list should be:



Blue/Red & Blue/White 17amp Cable as you will need to break into the circuit for both low & high beam.

- ♦ Black (Earth) & Red (12v) 17amp cable
- ♦ Ring connectors
- ♦ 2 x 4 Pin 30amp Relays
- ♦ 2 x Relay bases (neater than spade connectors)
- ♦ Heat Shrink
- ♦ 2 x Inline Fuse Holders or Fuse Box.
- ♦ 2 x 15amp Fuses
- ♦ Insulating Tape or Harness Wrap

Think about where you want to mount the relays & fuse box (Pic 4), it's not critical but somewhere with easy access to the wiring harness and a live supply would be good.

Firstly run a red (or a colour of your choice) live wire from a live 12v feed and connect to your new fuse box,



Pic 4.

this can be direct from the battery, but on my car I took it from the live side of the starter solenoid. From the same fuse connection in the fuse box continue the live wire to terminal 30 of the relay. Then run a black wire from terminal 85 of the relay to a good earth.

Now you need to break into the wiring harness and find the existing wires from the switch to headlights. Starting with the Blue/Red wire (low beam) cut the wire and extend both ends to where you have mounted the relays. The best way to do this is to solder the wires and then cover with heatshrink, crimped connectors are fine if you don't have the means to solder, but not as neat obviously.



Pic.6

beam wire (Pic 5).

Test the lights to make sure everything is working okay, if so tidy up the loom with insulating or harness tape.

Now get your multi-meter out again and compare the readings at the back of the headlight, this time it will be over 12v and your lights will be considerably brighter.

Rewire

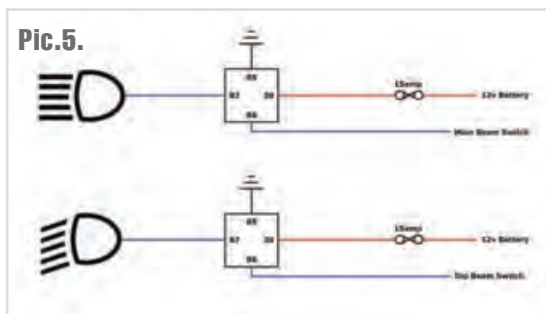
Since I wrote the above articles I have completely rewired the Herald, as years of adding various electric accessories, converting to Megajolt (Dizzyless ignition), then to Fuel Injection (which has a hefty loom in itself), left the wiring behind the

dash a real mess (Pic 6). I was starting to suffer from a variety of electrical gremlins, so something had to give.

Rather than buy an off the shelf wiring harness and then modifying to add fuses & relays, I chose to do everything from scratch. I started by redrawing the entire wiring diagram to include everything that was to be added, so this included additional Courtesy Lights in the foot wells and boot, Heated Seats, Pressure Switch to operate Electric Washer Pump (Thank you Malcom Huxtable), Hazard Warning Lights, USB Connections, 12v Outlet, Radio, Lights On Warning Buzzer, and Intermittent Wipers. From this I worked out all the various coloured wires I needed to buy and what lengths.

One thing I wanted to do was make removing/refitting the dash a little easier, so I used a series of connectors so this could

Pic.5.



The end of the Blue/Red wire on the switch side should be connected to terminal 86, the end on the headlamp side to terminal 87. Now follow exactly the same process but this time locate the Blue/White high



Pic.7.

be done with all the Gauges & Switches left in place (Pic 7). As you can see from Pic 8 there are a fair few

more fuses and relays than Triumph ever intended but all tucked away out of sight.

So after all the cables were run and circuits tested, the wiring was wrapped in harness tape (Pic 9), it was then just a matter of refitting the dashboard and radio console.

I'm currently doing the same thing as part of my Spitfire MKIV restoration, this one is a bit simpler as the car is largely standard set-up, but it will still get additional fuses and relays.

I was recently contacted by member **Geoff Orcheston-Findlay** who has just purchased a 13/60 convertible, YPL679H. He

was advised by the previous owner that pictures exist of the car whilst it was in New Zealand, before coming home to the UK. The car was in the Leicestershire area when Geoff bought it. Geoff is keen to find this elusive photo of its time in NZ, does anyone out there know of this car and where the photo might be? If so then please drop me an email and I'll pass on the details.

That's it until next month.

Darren



Pic.8.



Pic.9.



1600, Mk 1&2

DAVE RUMENS vitesse@tssc.org.uk

Le Tour de Bretagne

Hello everybody, a Very Merry Christmas to you all.

It is the season of good cheer and I hope you all receive those parts you wanted for your Vitesse. As the winter is now with us it brightens us all up to look back at the experiences of our members over the last season, and maybe gives all of us ideas for next year. As a result this month we have an excellent article from Peter Robinson, Picture 1, who writes on how he and his wife toured northern France this September, Picture 2.

Over to you Peter.

Pic.1.



Pic.2.

Thanks Dave. In the spirit of 'do more with your Triumph' we embarked on a week touring northern Brittany in France this September. And in the spirit of classic cars, after months of running perfectly, my Vitesse decided to develop a sudden and hefty mis-fire when I went to fill up the car two days before we were due to catch the ferry. My heart sank, as my wife Bianca had never been on a long journey in any classic car - let alone driving abroad in one, and I don't think I had taken a Triumph to the European continent since the 1980s! Thankfully it was just a loose lead, so was quickly resolved... but it did mean we were both quite anxious when we set off on the hundred mile journey from North Devon to the port at Plymouth.

We needn't have worried. 'Pickle' as the car is known due its Conifer green paintwork, drove smoothly and attracted admiring glances on the road and an instant 'crowd' on arrival at Brittany Ferries, Picture 3.



Pic.3.

Once in France, we had pre-booked a ready-made tent, Picture 4, with bedding to keep the luggage to a minimum - so we could bring back as much wine as possible in what might be our last 'pre Brexit raid'!

We stayed just outside Plouescat, a pretty



Pic.4.

town which is twinned with our home village of Braunton and only about 40 minutes from the Roscoff port.

From here we went off on a series of day

trips and beach days, including a few days surfing with a rented longboard, Picture 5. Everywhere we



Pic.5.

went the Vitesse drew smiles from the locals and literally stopped people in their tracks. The car was a joy to drive, and Bee said how much she enjoyed touring the French countryside in it - and she really appreciated everyone's joyous reaction to the car. We covered almost 700 trouble free miles during the week away. We didn't see any other classic cars on the road in Brittany until our last day, at our last petrol fill-up before coming home - when we pulled up behind a stunning Renault Alpine A110 in full rally livery, Picture 6. What a coincidence that both

the Vitesse and the Alpine were designed by the great Giovanni Michelotti.

The return journey home saw the back seat of the Triumph loaded with wine and other French goodies... roughly guessing that we needed to keep the weight to the equivalent of a couple of adults!

Other than speed

bumps, it didn't seem to make any difference to the driving. Pickle is a 1968 2-litre Mark 1 Vitesse with overdrive, that I bought late last year 'blind' via an advert on Facebook Marketplace - so the



Pic.6.

first time I saw it 'in the metal' was when it arrived on a transporter.



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I wasn't disappointed and it is certainly the smoothest, quietest and (so far) leak free Triumph I've owned over the last 40 years! With only 55,000 miles on the clock and a good history, it turned out to be a great buy - and a testament to its previous owners. We're already planning a week in the Loire Valley next year, combined with Classic Le Mans.

As for Pickle - he's being rewarded with a new roof lining, and some preventative maintenance this autumn ready for our next adventures.

Thanks, Peter a well written article that took us all with you on your adventure.

Finally, just a word of thanks to all those who have provided us with stories of their experiences and pictures with their Vitesse. Just keep them coming as your Vitesse is of interest to all of us fellow owners.

Well that's it for this month, have a good time over the Christmas period and don't eat too much, no doubt I will!

See you all next month. .

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Still Lost in the Magic

A couple of months ago I wrote in to tell you how I came to own my beloved GT6MK2. Well, that was almost 4 years ago and since then I would like to say that it's all been plain sailing. I would love to say that the car has run perfectly every day. It would be amazing to say that it starts first turn, every time. I might even want to say that I haven't even had to swear at it even once. However, as we all know that sort of fantasy is well beyond X rated.

Over the years I have covered over 7,000 happy miles and I love the car more and more

"mechanical interruptions".

It started innocently enough with an oil leak that I traced to a crack in the timing cover, out

a squelching sound and a small water fountain erupted from the heater value. On one leisurely drive the speedo needle slowly climbed to 140 mph and stayed there until I tapped the glass. That first summer continued much the same, lots of little jobs but nothing I couldn't sort. Looking back on that summer I re-



every mile. Despite its lacklustre paint and questionable gaps, it is regularly complemented by people far more knowledgeable than I.

However, those miles have always been interspersed with what I shall call

came the spanners and I set to work. A couple of weeks later as there was



member the car for a level of reliability that has been unmatched ever since.

Over the first winter completely refreshed the suspension, I stripped, cleaned and painted everything so with new bushes and coil springs the car was beginning to feel like the sports car it should always have been. As I approached the MOT I decided that it was time to swap out the perished rear roto-flex doughnuts for CV driveshafts and I fitted a new leaf spring.

Needless to say the car was now in great shape. Predicable handling, sharp acceleration and a joy to drive. Sadly the good times were not to last. Without the ancient and soft rubber doughnuts absorbing any torque spikes the rest of the drive-train quietly began to cry. I was happy but it was only a matter of time.

In Blissful ignorance of my impending doom I planned a 1,000 mile road trip from Scotland to Bristol and Santa Pod for Trium-Fest 2017. It started well but as I made it as far as my first overnight stop in the Wirral the cracks were beginning to show. I pulled away from a set of lights and went for 2nd gear and nothing happened. The stick just wouldn't move, no matter how hard I pulled on it I couldn't get it out of 1st. I limped to a nearby carpark

and with the help of a friendly mechanic on the phone I rocked the car back and forward to free the gearbox.

After just 250 miles this was a bad omen.

The following day things didn't improve. The synchro in 1st and 2nd was clearly damaged somehow but on the motorway with overdrive you don't need the lower gears. I made it to Bristol and decided that changing the gearbox oil might help the gears to mesh a little better. Without access to an equipped garage I took the car to a local garage..... This would prove to be poor decision.

The garage drained the oil and accompanying crud, but refilled

**" those miles have
always been
interspersed with
what I shall call
"mechanical
interruptions"**

it with a thin gearbox oil. It wasn't long on Day 3 before the oil was seeping out of every seal in the box. The most entertaining effect was the oil now dripped directly onto the hot exhaust causing the car to smoke significantly at traffic lights! The least entertaining issue was the oil made its way into the bellhousing and



soaked the now less than grippy clutch.

Defying the odds and in a cloud of smoke I arrived at Santa Pod. It is my biggest regret of that weekend is that I didn't try to take the car down the strip. It was wrecked anyway, what more harm could it have done!

She's a defiant little car and after Santa Pod the I made it the 400 miles home to Scotland without the need of a tow truck or and new issues. I later drained the gearbox oil and I found not only chunks of metal but springs and ball bearings. The gearbox was toast!!

A new clutch, refurbished gearbox and a few swear words later the car was ready to go to a friend's wedding at the end of the summer. On the way down the headlight wiring melted...



old underseal and replaced the head Gasket. My most recent challenge is now is to replace a rusty sill and B-Post.

4 years ago when I took the plunge and handed over my life savings, I had next to no experience of working on cars, let alone a classic. Looking back, would I still have bought the car? Hell yes. I wouldn't change it for the world. I love that little unreliable monster!

As I end this monologue of dis-

and the unending support of the local TSSC Area here in Scotland.

Without them I would have thrown in the towel years ago. Over the years I have lent on them time and time again and they have never failed to help me out with unending support and expertise. I have borrowed everything from tools to entire workshops and they have even given up their weekends and their evenings.



Why I do this again? Oh yes, the Magic!

Since that summer I have refurbished and replaced all the brake pipes and seals, stripped the carburettors, repainted the bulkhead and scraped off 40yr



aster it is really important to say that none of this would have been possible without the help

Thank you to everyone who has helped me over the years.

Alan Wells

Made in Somerset

Short of original material just now – yes, there's a hint there. So, I'm reposting a piece I first penned in August 2013. I make no apologies; probably no one would have noticed anyway!

Herewith is a short history of one of the less well known (and that means it's hardly known at all) marques of Triumph-based kit cars.

It was in the summer of 1990 that the AWE first appeared, I brought you pictures of the prototype in the October 1990 Courier. In March 1991 we had the story of John Houghton and his AWE build and that same car featured in September 1996, with another owner, Nigel Laycock.

In 1994 Alan Wilkinson, of Alan Wilkinson Engineering in Yeovil, hence AWE, sent me some photos of an example he had recently built. This car



AWE 1

" estimates 15 were made between 1990 and 1998, I've never actually seen one in the flesh."

showed some differences from the early ones, notably a re-shaped front grille and an opening boot lid. This frontal treatment was, in my opinion, an improvement over the slightly quirky shape of the radiator surround on the early cars.

A boot? On a two-seater kit car? Someone will invent glass windows on the doors that wind up and down next. A lockable boot is undoubtedly a very handy feature, whether you're using the car as everyday transport or purely for weekend fun. The AWE is an individual-looking sports car that you could call, "Thirties style"; it is not a replica of a mainstream car, but definitely has influences from MG products of that decade.

The construction of the car seemed to be pretty straightforward. The main body tub is



Alan's car

good old glass reinforced plastic, with built-in floor. This is plonked on a Triumph chassis, Herald or Spitfire, and the kit contained all other major body parts, such as bonnet panels and radiator surround. All the important mechanical bits, of course, are Herald or Spitfire (you don't really need six cylinders in a car like this... do you).

That is my very, very short summary of how to build an AWE. For an only slightly less short summary I can reproduce some text from the 1990 printed information written by the company; many of the steps actually apply to the building of the other Herald/Vitesse based cars we know and love:

WORK PROCEDURE

The body of the donor vehicle is removed completely: all gauges, brake/clutch pedal assemblies retained for examination.

The chassis frame is modified by removing the outer rail and centre support channel from each side of the

be welded in place. The front cow horns are cut off.

The rear chassis rails (boot support) are cut off. The seat belt mounting brackets are cut off. The remainder of the chassis must be renovated as necessary.

WELDING:

The front fender stub pieces are positioned on the chassis end and welded. The AWE chassis rail kit is set up in position and welded in situ. The chassis, in the area of the gearbox bellhousing, is scalloped and welded. A blanking plate



is welded to the rear chassis box section. The propshaft is shortened and re-welded. The rear gearbox mounting is modified for reduced height. The steering column is lengthened by the addition of an extension piece. Bushes are to be welded into chassis rails for handbrake kit fixing.

Following the general renovation of all mechanical parts, and the assembly of engine and gearbox to rolling chassis, the body tub is offered up to the chassis, drilled and bolted in position. Foot pedal assemblies can be assembled before or



chassis. The fore and aft outriggers (Herald) are shortened to match the new body size. In the case of the Spitfire a new rear outrigger has to

after. The radiator frame is bolted to chassis front. The radiator and surround is then assembled.

The bonnet set is then trimmed to suit, hinges fitted and the bonnet assembled. Mudguard brackets are positioned



and the mudguard/body mouldings drilled and are then bolted in position. The front fender is offered up to the stub chassis ends, the moulding drilled and secured in position with fixing screws. Seat runners can be salvaged from the Herald and by reducing the overall width can be assembled to the bucket seat moulding. Seat belt mounting brackets are refitted by welding/bolting.

It is assumed that at this point the builder would carry on the construction of the vehicle in a manner that would satisfy his or her own specific requirements.

Well, have you ever read a more succinct description of how to build a motor car? Makes it sound so simple!

At some point in the marketing of the AWE two model

names were promoted: "Pintail" for the version with just cycle wings around the wheels and "Redwing" for a version with the full wings and running boards.

I've really no idea how many AWE kit were sold or how many actually made the road.

Steve Hole in his A-Z of Kit Cars estimates 15 made between 1990 and 1998; I've never seen one in the flesh.

Trevor



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STAG

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Common Problems & Their Fixes

There are a couple of areas on our cars that can cause us major problems if we don't pre-plan. Obviously regular service and maintenance comes top of the list, but what if you can't get the bonnet to open because the release cable has broken? What if you can't release the hood or hardtop for the same reason? What if your fuel cap doesn't lock properly? Well, here are some suggested improvements.

Bonnet release

One of the fears that owners of Stags and the 2000 family saloons (and TR6s?) is what happens if the bonnet release cable breaks. There are a couple of techniques for operating the catch known to a few experts but my understanding is that damage to the bonnet is quite likely in unskilled hands. One promising method has just been published in the September SOC magazine but I cannot publish that here for copyright reasons. But you won't be needing that anyway if you do something about it now. Prevention is better than cure or, as a good Scout would say, "Be prepared".

Firstly, and most obviously, check your existing cable and replace it if it looks at all at risk of breaking.

Then, add a second cable so that you have a backup already in place. Early Stags had the re-



Pic 1: Secondary bonnet release

lease handle under the dash on the right hand side. Later this was moved to the left, but the good news is that the right hand mounting point is still there on the later cars so it is possible to fit the second handle there, which is what I have done. Obviously you can innovate some other way of doing it. Owners of the earlier cars will have to innovate anyway as there won't be a ready-made fixing on the left.

Once you have fed the cable through to the bonnet catch on the engine bulkhead you can cut it to length and fit it. The



Pic 2: Cable attachment to bonnet catch.

way I did this is shown in photo 2 where I am using an existing hole to clamp the cable outer

and tied the inner around the post on the other part. I used the inner part of an electrical chocolate block connector to fix the cable end having first wrapped it around the post, under the original cable, separated by a washer. Now I can open the bonnet from either side of the car.

If you would rather the second cable had its own attachment point on the catch then you are welcome try to drill a hole for that purpose. Good luck with that – the steel is incredibly hard as many have discovered. Ordinary steel drills won't touch it but I have seen it said that a cobalt-tipped drill as used for drilling ceramic tiles may work.

Soft and Hard top release cable

A similar issue may occur at the back of the car with the release catch for the soft and hard tops. Again, it's worth ensuring that the current cable is in good order. It may be possible to add a second cable, but I haven't exactly thought that one through yet.

The main, non-destructive, alternative is to access the catch through the car but here we have



Photo 3. Number plate and original screws

a conundrum because this requires the removal of the rear seat

back – which is held in by two steel screws accessed through the hood cavity!!

Catch 22.

A solution to this apparently insoluble problem has come from member **Simon Parrott**. His suggestion is to replace the two seat fixing screws



Photo 4. Number plate screw in place

with plastic number plate screws (any colour!), which would mean that in the event of disaster you only have to yank the seat forward to strip or break the screws. See photos 3 and 4. Note that although the number plate screws are M6 and the originals are 1/4" UNF, they will go in although not provide a perfect fixing.

There are other ways to produce the same effect such as replacing the screws with some electrical wire tied in a loop. The

key thing is that the fixing will break or come loose with a sharp pull on the seat back. I read recently on a Facebook thread of someone simply leaving the bolts out completely so that the seat back is free to move. I'm not sure if that's a good idea but there it is.

The alternative would be to cut a hole in the steel panel between the hood well and the boot. This is perfectly possible but would require very careful planning and execution.

Non-locking petrol filler cap



Photo 5. Locking Bar

An issue I had with my car when I first acquired it was that the locking ability of the fuel cap was near zero. Although it would mostly stay down, it was easy to pull it up without a key and sometimes it popped open of its own accord. Photo 5 shows the steel bar that the cap should lock to.

Then in photo 6 you can see that the pin that is supposed to provide the locking function has worn quite badly. It is only made of cheap Mazak (or zamak), which is an alloy of mainly zinc with some combina-



Photo 6. Worn locking pin

tion of magnesium, aluminium and copper. All I did was to file the pin back to the body of the unit and then centre punch it. I very carefully drilled down a few millimetres with a 3.5mm drill bit. Then I tapped the hole to M4 and inserted a screw until it was tight – my tap was tapered so it didn't cut a parallel thread all the way down, which meant



Pic 7. New M4 Stud in place

that it gripped the screw very well. You can of course fix the thread with Loctite or similar. I then cut the screw as seen in photo 7. The finished article is seen on photo 8. Compare to photo 6 to see the difference. As the screw is a harder material than the original then this repair should last quite a long time.

Shiny bits for Christmas?

If you're looking to bling up your car for Christmas, **EJ Ward** are now offering a stainless steel oil filler cap for Mk2 cars, or at least those with a two-prong fitting. If there is sufficient demand then they may do a three-prong version later.



Pic 8. Clearance after repair



Oil Filler Cap Part No. **157652** including cork gasket.



Available again is their **stainless steel carb vent pipe kit**, part number **CA2023**.

Also, the self-adhesive front and side black badges are now available from all the usual suspects.

So that you are ready for next month, here is a bit of revision. Please read my December 1918 Courier article in the Herald 13/60 Register about lighting upgrades. Next time I will report on how I got on with the Better Car Lighting LED headlamp conversion and one or two other related things.

A Staggeringly Happy Christmas and a Merry New Year to you all.

Phil

ACCLAIM ALL MODELS

GRAHAM ROBERTSON acclaim@tssc.org.uk

Acclaim Sensus 2019

You may remember Edwin Shield introducing himself and his lovely Zircon Blue HL in the September 2019 edition (No.471). Well Ed has been very busy carrying out a census mainly via the Facebook group., and has kindly shared the results (see table) and some commentary.

Over to Ed once again:

younger entrants to the scene bring fresh views, fresh cars and fresh definitions. The TSSC embraces that and is therefore a natural and welcoming home for anyone with any Triumph, even an Acclaim! But what are they letting themselves in for? How many Acclaims are actually out there?

Well, the Triumph Acclaim Ap-

Some continue to impart knowledge when newbies have problems or ask questions on the forums. Some remember their dad having one and just check in for the nostalgia. But how many cars are there? An online search uncovered a census taken in 2014. What a great idea. A database of surviving cars. I'd never seen any-

Triumph Acclaim Census 2019

		L (Man)	HL (Man)	HL (Trac)	HL S (Man)	HL S (Trac)	CG (Man)	CG (Trac)
	36				HDV991Y			
	35				LEC418X			
	34				WGV230X			
	33				XMV262Y			
	32				A398OPP			
	31				EUY137W			
	30				MDW932X			
	29		B218JPF		DDY139Y			
	28		A941UGT		HX29764			
	27		HGK920Y		A546LFX			
	26		SDK43Y		A164TGJ			
	25		A07AEC		A772VME			
	24		HGD196X		A1M5403			
	23		A164TGJ		NGO981Y			
	22		BKN229Y		JGK542Y			
	21		B88VYC		HOU229X			
	20		VNU618Y		VRO609Y			
	19		A533NFI		WAP385Y		YRL77Y	
	18		BU7839		A131FPT		A135CPM	
	17	DDU241Y	ANA475Y		Unknown Reg		RMU12Y	
	16	A362XTX	A588VIAK		LGL600X		YHK338X	
	15	LRP698Y	UPR262X		A144WUK		A702VGF	
	14	A9621PI	A826NAV		BKN229Y		A125KVD	EKP201Y
Brown	13	EGO781X	A671MHJ		A988KRW		A807VMF	ROC202Y
Black	12	A441XWB	A362OFJ		DRJ431Y		XAG833X	TOV601Y
Silver	11	A586HKF	A349RBM		AAP887Y	B203JGY	LJR632X	A349MBH
Opaline Green	10	AHA747Y	A266XMK		RAP611X	XFP67Y	UKY681Y	TOB643Y
Green	9	A962HEA	A493CVV		A886VMA	A398JEL	A888MRH	VPL283Y
White	8	ECX483Y	CRN687Y		KFM115Y	GDY750X	A283JOP	YPY284Y
Opalite Red	7	A282GFV	TAV527X		A6745YD	A395WAX	A07HAC	TIT951X
Flame Red	6	A896MVX	A3470YC		A158KEP	A41RJI	EGJ145X	NGJ416Y
Monza Red	5	A86LDH	A121HNN		POE125Y	A938AFG	A355KRN	Unknown Reg
Unknown Blue	4	A361XTG	JJ 04 54		A241OTT	RMD412Y	B761UWL	FWK604Y
Zircon Blue	3	Unknown Reg	A98AHR		WDV670X	A741OKP	XFK724X	UWG828Y
Blue	2	YSE782Y	CVR980Y	NYF148Y	A325UOM	WUJ773Y	A114NNC	EDM171X
Gold	1	A149FRU	NDW998X	A408UGC	A774BDP	A480MRJ	YDC487Y	XRU587Y
Beige		A847STP	OWS639Y					
		A390XWP						
Model Total	131	19	30	2	36	11	19	14
How many left	144	13	33	3	44	20	18	13
Missing	13	-4	3	1	8	9	-1	-1

The thing about classic cars is the definitions are a moving target. Not only do we get differences of opinion between people of our own age but

precipitation Group on Facebook has over 700 members. Some have owned cars and sold them on but like to follow what is going on with 'their' old car.

thing similar. But it only showed 34 cars. I thought there would be more than that! A weakness of that census was that it seemed to rely on owners self-

reporting. With 30 years of family tree researching behind me, predating the internet and ancestry sites, I thought I could do a bit better and track down a few more.

So I began with a request on the Acclaim Facebook page and owners kindly started, er, overwhelming me! What great feedback I have had with owners getting into the spirit of it, telling me about their own cars and others they know of, some on Sorn. Online searches of adverts generated a few finds. In this article it would be boring to read a list of names but I would like to thank everyone who has contributed in some way to document the current survivors of the Triumph Acclaim, wherever they may be. So far, our collaborative efforts have documented 130 cars.

There are others out there. A taxi driver in my area has one unlisted anywhere stored away. He only divulged this once he saw mine on the drive.

So, what have we found?

Registration dates are interesting. 3 cars were registered on 1st Aug 1982. It was a Sunday! One car was registered on New Year's Day, Sat 1st Jan 1983. 7 were registered on the 1st Aug 1983. 2 on Sun 1st April 1984 (April Fool's Day).

What was a good day to register your new car? Well, most registrations occurred on a Monday (26%) or a Tuesday (20%), with fewer registrations for each subsequent day until Sunday, which at 7% of registrations was almost double that of Saturday.

Survival rates increase for each year of production. Most survivors (44%) come from 1983 but your car had the highest chance of surviving (as a % of that years production run) if registered in 1984, which accounted for 4% of total produced but almost 22% of survivors. A car from 1984 is 10 times more likely to have survived than one from 1981.

When it comes to colours, the range of BL offerings are represented from Opaline Green, Zircon Blue. The rarest is a single black car followed by 3 Clove Brown ones. Beige is over represented in the lower L spec cars and Silver and Gold over represented in the top spec CD models. For mid range HL and HLS the variations of Red are the dominant colours.

In the 2 models where you could specify an auto (Triomatic), 25% of HLS survivors have auto whereas 40 of top-spec CD models do. Interestingly, I believe the HL wasn't offered with auto but the DVLA have 3 on their database and we have 2 of those documented. One is white and one is Opaline Green, making each one unique. Rare indeed.

Researching these cars is fascinating. Some are pristine show cars, some daily drivers, a few a bit tatty and a few absolutely not as Triumph intended, with modified engines, lowered suspensions and fancy alloy wheels. Roughly 50% are taxed and tested and 50% on Sorn. Of the ones on Sorn, many are summer-only cars



**Bryan McCabe's Cool Triomatic
(see over page)**

but some are fantastic examples carefully stored away. There are also probably a few that may not make it back to roadworthiness but there are still a few coming to light and being saved.

Thanks for all you hard work Ed! I think this makes us appreciated even more how lucky we all are to be Drivers of Acclaim!

How cool is your Acclaim?

conditioning! I got chatting to Bryan recently via the Acclaim Appreciation Group on Facebook. Bryan is very kindly helping me get some original spec Avon Turbo alloy wheels



I bet it's not as "cool" as **Bryan McCabe's** beautiful Mk1 Triomatic CD (picture on previous page), complete with factory fitted air

shipped to me from Poland, and during the course of our conversation it emerged that he has factory fitted air conditioning in his Acclaim, which incidentally still works perfectly, and is ice cold! Please see the photos showing Bryan's car, and this ultra rare option. Please feel free get in touch with me if you have anything interesting to share about your own Acclaim!



Graham



Mk 1/2/3

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

ANDY COOK gt6@tssc.org.uk

Prescott Hill Climb

It's December, so season's greetings to all. Winter is here and the GT6 is spending most of the time tucked away in the garage, normally I aim to carry out a few jobs on the car over the winter but any spare time I have this year to work on cars will probably be spent working on my other Triumph, my Dolomite, as I want to get the bodywork in fit state to paint next year so no reports on GT6 related work this month.

I'm very grateful therefore to have an article that **Ian Foster** sent through a couple of months back on a visit to Prescott Hill Climb in his GT6 earlier this year.

Since rebuilding my GT6 in 2010/11 we have been to Goodwood Revival three times, attended the 2016 Silverstone Classic celebrating 50 years of the GT6 and have successfully completed the 2016 and 2018 CT RBRRs. Having seen the Chateau Impney Hill climb on TV we attended as spectators in 2017, on what was probably the hottest weekend of the year and had a great time.

Keen to visit a few more hill climbs, in early March I was perusing the Prescott website for 2019 and noticed an Open Classics weekend in May organised by the Cheltenham Cleve Vale Rotary. Prescott is owned by the Bugatti Owners Club and kindly allow the Ro-

tary to use it on one day of the year. £25 would get you entry into the static display with a parade run up the hill, or £55 would



Ian's GT6 on the Hill Climb track (and below)

give you paddock entry and two proper runs. Difficult decision! Our entry was duly dispatched and we received in return an ex-



cellent set of instructions, a course map and our entry/paddock number. I mentioned to a longstanding client who is a confirmed petrol head, that we would be attending and it turned out they were as well and we were kindly offered overnight accommodation which avoided a very early start from home on Sunday morning.

Next morning we drove the 20 minutes to the circuit in a bizarre convoy comprising a D Type Jaguar, our Mk 2 GT6 and a Daimler Dingo armoured car. Great fun.

Organisation was spot on and we were soon in and parked up in our paddock slot. Hill run tickets collected and indemnity forms filled out, we joined the queue for the briefing which was deliv-

ered with humour and some sobering advice. "If you break down or go off the circuit please stay in your vehicle until directed by the marshals, unless you are on fire in which case it is OK to get out straight away". OK got that!

Suitably briefed we collected our wrist bands (oh yes, passengers allowed) and decided to walk the course. Although having watched several YouTube posts, there is nothing like seeing it in the flesh and it gave a good chance to see the tightness and gradients at Ettore's Bend, the Pardon Hairpin and the final tricky Semi-circle. As the morning runs started, we watched from various vantage points between the start and the hairpin, returning in time for our first run. Determined to enjoy ourselves but not to do anything silly, we launched off the line into the slight right, then long left of Orchard Corner under the bridge up to Ettore's bend which is a long 200 degree right with a late apex, which then launches you downhill and through a slight left before arriving at the sharp left hairpin. This is difficult to get right as many showed throughout the day and we bogged down a little in second gear, but soon gathered speed through the Esses, turning sharp left before arriving at the Semi-Circle, where the penalty for 'getting it wrong' is an exit stage left down a steep hill. There is no official timing but we reckon about 1 min 10 secs. The afternoon run was slightly better and we felt we nailed the hairpin (still in second but just arriving in good shape and getting on the power earlier).

To everyone's delight the Dingo armoured car was allowed to run up the hill in the afternoon, which was accomplished with great style including a large union flag and front mounted Bren gun, but proba-

power and high Le Mans gearing meaning we didn't actually get out of first gear.

Triumphs were well represented with two other GT6s, several TRs a 2000/2.5PI estate and Stags. The event was in-



The Dingo Armoured Car starts off up the hill

bly wasn't the quickest run of the day. The upshot of this however was that the passen-

credibly friendly and uncrowded and I would thoroughly recommend it any-



Ian in the Passenger Seat of the D-Type

ger seat of the D Type was then available and I didn't have to be asked twice! You are sitting on the tool box so perched quite high relative to the driver, but still strapped in with a multipoint belt. The run was a great experience with the

one who fancies following in the footsteps of the TSSC's own John Griffiths who hill climbed his Vitesse back in the 1980s.

Many Thanks for the Article Ian and a quick reminder to all you GT6 owners out there that I'm

more than happy to receive any articles or pictures of your cars to include in future reports.

From the Archives

Ian's article brings back fond memories of the Standard Triumph Marque days that were held at Prescott Hill Climb a few years ago. I attended the event in 2008, 2010 and 2012. They were excellent events with the noise and spec-



The Programme from 2008

tacle of Triumphs driving up the hill every couple of minutes and the chance to drive your own car



OK not a GT6 but a replica of what lead to the GT6 model! Jigsaw Racings ADU1B

on the hill both in a non-competitive un timed free run and a parade procession. All the Triumph and Standard Clubs attended so there was a great variety of cars. The Hill Climb is actually owned by the Bugatti Owners club and 52



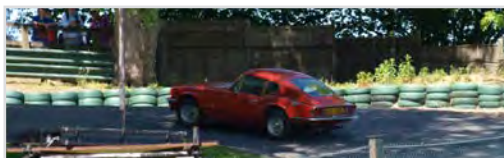
Unfortunately ADU1B suffered a broken halfshaft and spun into the gravel trap in 2008.



The parade lap in 2008 including my GT6 behind the Stag



My GT6 on the Hill in 2008 (Photo by Magic Car Pics)



A Red MK3 on one of the tight hairpins in 2010



A De-bumpered Mk2 leaves the start in 2010



Jane Rowley's MK1 on the hill in 2012



**Cornering hard in my GT6 in 2012
(Photo by Magic Car Pics)**



Tim Ward's 2.5 EFI MK3 in 2012

there is a small but interesting Bugatti Museum on site which was well worth a look.



Roy Lacey's 2.5 MK1 in 2012

It would be great to have another Triumph event at Prescott, it's such a great venue.

Andy



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TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Which Wire Wheel Tyre?

At the Stratford-upon Avon TSSC/TR Register Show, John Williams, the owner of an immaculate TR4 and as anybody who reads my witterings knows, a very regular contributor to this column was asking me about tyres for his car.

" His issue was that the tyres on his TR were protruding slightly past the wheel arches... "

...and the car was heavy to steer. He was also getting conflicting "advice" about the correct tyres for his wire wheels and his car. Well I'm no tyre expert, but I know someone who is. *"Try R.T.S. Tyres, they not only supply and fit tyres to all types of modern cars, but they are all Classic Car enthusiasts and have an encyclopaedic knowledge of Classic Car Tyres, they are situated between Cardiff and Newport ".*

A few days later John contacted me and told me that he had called R.T.S. and had ordered the tyres that they had recommended, John lives about 50 miles from R.T.S. but when he had "price matched" the R.T.S. recommended tyres the price that they had quoted beat all his local tyre centres by at least £27 a tyre (a saving of

£108), couple that with John's love of driving his TR and it was a "no brainer". I decided to meet John at R.T.S. to have a quick catch up and to take some images.

One of the benefits at R.T.S. is that they have the correct "spanners" for wire wheels and they know where to place the jacks on Classic Cars. John is rightly apprehensive when the care of his beautiful TR4 is in the hands of others, but he was soon very



John's TR at RTS

After removing the inner tubes and tyres from the wheels, special tape was used to cover the spoke ends so that they did not puncture the tubes. With the tubes and tyres fitted and the old weights removed (from



TR treated with care

relaxed when he saw the attention that the R.T.S. tyre fitter took when working on his TR.

both the inner and outer rim of the wheels) the wheels were placed on a digital wheel bal-

ancing machine with a "Wire Wheel" mode (I had never seen this before), this mode allows the wheel to be perfectly balanced with weights fitted **ONLY TO THE INSIDE RIM** giving a very clean appearance to the outside of the wheel, so no unsightly weights which makes a big difference to the appearance of chrome plated wheels!

With the new tyres all fitted and balanced John was extremely happy with the way they "filled the arches" and the



Correct Knock on Spanner Used

sues now). He was even happier after he had driven the car to find that the handling had improved and that the steering was not as heavy as before.



Bead Breaking



Weights only on inside of wheel

fact that they did not protrude outside the arches (no mot is-



Computerised Wheel Balancing

So a saving of £108 on the tyres, another saving of £20 on the inner tubes and a TR that handled even better than before **RTS TASTIC!** Even better they give a free puncture repair service on all tyres purchased from them for the life of that tyre!

I enquired about the prices of the more common tyres for our Triumphs, sizes that cover most Spitfire, Herald, GT6 & Vitesse wheels are 145/80/13 - £36.99 fitted and balanced, 155/80/13 - £34.99 fitted and balanced, 165/70/13 - £36.99 fitted and balanced. Add £2.50 to those prices and R.T.S. will also post tyres to your door (most UK Post Codes).

You can contact them on 07938 296298.

WHETHER 1 TYRE OR 4 A TR IS MORE!

Bern

AN EXHAUSTIVE INVESTIGATION



TSSC member **David Embery** sent me the following email with an image of a very interesting exhaust manifold, if there is anybody out there who can shed any light on the correct reason for the bolts please let me know so that I can share this knowledge with Courier readers, thank you.

Hi Bern,

Went to Fitchetts yesterday and got myself a new TR6 PI exhaust manifold. My intention being to renew the entire system with a standard stainless steel system from the club combined with the ceramic coating of the manifold.

Andy from Fitchetts went behind to the store room and came back with the manifold you can see below. The unusual feature being the bolts that can be seen at the top of each exhaust manifold tube. Andy had not seen this before and nor had I. He

confirmed that this is a new original Triumph part and has been on the shelf for 35+ years. Not reconditioned and never been on a car before.

Have you seen a manifold like this before? If so, do you know the purpose behind the bolts? The only thing I could think of was this maybe a manifold from a Standard Triumph test rig and the bolts are where they put the sensors in. Andy thinks I maybe right but does not know for sure.

I've looked at my originality guides and also googled but to no avail.

What are your thoughts?

Hi David,

I have seen one of these manifolds before on a TR5, the owner said that it was on the car when he bought it and thought it to be the original one that was fitted to the car when new. At the time we could only surmise that the factory had fitted some monitoring sensors for testing the emissions from each cylinder and had blocked them off with bolts.

Hopefully somebody who knows for certain will read this and get back to me.

Bern

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Power Steering Option

Last month I covered a relatively cheap and simple fix that reduces the effort required to turn the steering on the TR7. This involved fitting strut roller bearings to the front of the car. In my opinion this is the first port of call and can also be carried over if retro fitting any other systems.

If you want even lower efforts then power steering is the only other option. The Triumph TR8 was developed with lighter steering in mind and was fitted with a hydraulic power steering system similar to the Rover

" the perfect answer to the age old steering problem of heavy steering. "

SD1. Hydraulic power steering involves the fitment of a pump and a steering rack that uses that energy to assist in moving the rack when a steering input is made. Because the TR8 was aimed at the North American market 90% of the cars were fitted with a Left Hand Drive (LHD) steering rack which makes the retrofitting to UK cars not an option.

Also because of the small numbers made getting hold of one is difficult.

So the options available are to use a column mounted system



TR8 Power steering Rack

that bolts on upstream of the steering rack and uses an electrical motor. These systems are referred to as Electric Power Steering (EPAS). Not only is an electrical motor required but also an Elec-

EPAS Kit



tronic Control Unit (ECU) to give different levels of assistance. Different levels of assistance are required for parking (when you need high levels of assistance) compared to high speed when the assistance should be low.

There are several companies that now offer this service for our cars so that the system can be fitted easily with some engineering knowledge.

So how does it work? The following extract is taken from one of the companies that supply this option.



Other EPAS Kits available

The cars steering column is the same column as fitted to the car originally but with the addition of an electric motor connected in the middle. The fitment uses specially machined joints to connect all the sections together making it stronger than the original and mounts in the car as it did



EPAS Fitted

from the factory with an extra bracket on the base of the motor, which is usually attached to the pedal box or bulkhead for extra strength. The systems still retain the original fittings including the ignition barrel, steering wheel, column surrounds and all looks as it should

The wiring and control boxes are hidden away under the dash. The systems are fused by a 35/40 amp maxi fuse to the motor and a 5 amp inline to the controller, all units include simple plug and play wiring instructions (note all systems are 12 volt negative earth).

The Electric Power Steering (EPS) is the perfect answer to the age old steering problem of heavy steering. The fitment and units are maintenance free.

All the steering components remain unchanged, so your rack, track control arms, track rod ends and column universal joint are standard none power steering items.

In the highly unlikely event of a power loss the worst your steering will do is to revert back to how it used to be.



EPAS Motor

Paul



BOND EQUIPE

GUY SINGLETON bond@tssc.org.uk

Renovations Progress

December – that means Christmas and almost the end of the year - we can now start planning for next season!

I can report that there have been two successful Equipe renovations this year. The first is the 4s belonging to Graham Lowe, he is now reaching completion and the car has moved under its own steam. His photos and comments follow:

"I couldn't resist sorting out some annoying niggles on my Equipe. It drove 11 miles absolutely perfectly to the local body shop, the 1st distance drive in 40 years. The Spray shop very kindly have let me set up camp and let me do all the prep work, I just use them for spraying and baking.

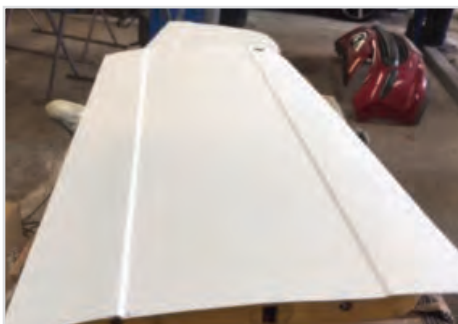
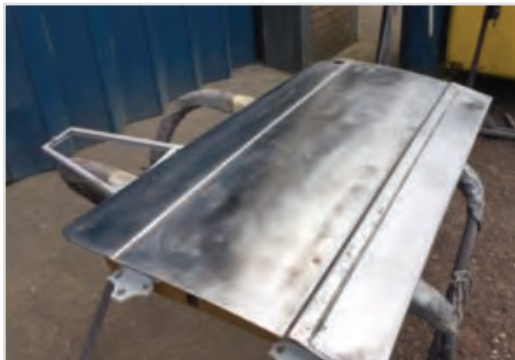
I skinned another set of doors before going and added metal to the top front of the passenger door as there was too much of a space between it and the bonnet - I've just stripped both doors and about to repaint. I



Decided to completely flat the body and doors and stone chipped the shell.

then decided to improve the body lines.

A big improvement, I used a centre pop to improve the metal rigidity - it's worked brilliantly. The body had a small crack on each pillar so I've ground them out and side cut them for more effective bonding.



The doors in filler primer - stunning



Re-assembling at present but even though the bonnet was camera checked the colour was slightly different so yesterday I stripped the bonnet as I still have some of this new paint that I can use on it.



Ready for bonnet paint today. (9th October) Hope to complete by next weekend."

The next renovation is the Blue Mk2 2 litre Coupe belonging to **Chris Barlow**. The car had been offered within the Bond Owners Club – for free, if the new owner would restore the car. You can see that Chris has

done this to a high standard. He says it is 90% done with just a few bits needed to finish it off. *"What I've tried to achieve is an immaculate 50 year old car that wears its years with pride rather than an over-restored brand new car. I've seen people fall into that trap and the personality and character of the car is lost. That said, it's now one of the best around with a considerable amount of new parts fitted throughout and certainly hasn't been done on the cheap which my bank balance will sadly confirm."* Chris has been able to update the previous owners on his progress and, unsurprisingly, they were delighted that the car had survived.

I have been asked a number of times over the years for new quarterlight rubber seals for the 2 litre cars. I have been able to help a number of owners with reasonable used ones over the years but now have none left so I have been investigating getting some of them made.

It can be done BUT the only quote I have received so far is very high and for a minimum order of 40 pairs the cost would be around £450 a set. I suspect this will not be feasible but if you want a set (or two!) please let me know and I'll start a wish list so that, in the event I can get enough interest, and can find someone (anyone got any knowledge of a good rubber extrusion company?) who can make them for a better price, I can get back to you on them. We'd need to have a reasonable baseline of interest in order for me to lay out the funds for a batch to be made.

I can recall reading that the cost of making the quarterlights almost stopped the 2 litre car being made – now I can

see why – and this is only a pair of the rubbers not the whole quarterlight set-up!

On a similar note, I still have some stainless steel Bond Equipe / Triumph 2000 bonnet trims left at £70 each plus p&p so please let me know if you want one of those. I am unlikely to have another batch made of these once they're gone.

Those who have been reading my articles over the years will recall that Duane De Gruchy has been restoring the only known 2 Litre in Australia. He originally found it in a scrapyard, having had a rear end smash and I managed to get some fibreglass body parts to help him sent over with my brother who was emigrating at the time.

He has managed to get the car back into one piece but has been struggling with the windscreen frame which had been modified in the past – and the top reduced so that a Herald Screen would fit! Having had to move a number of times Duane has realised that he will be unable to finish the restoration so he recently posted the following advert and photo on the 'Triumph Herald, Vitesse, Spitfire, GT6, Bond Equipe Owners' Facebook page. I hope the car finds a good home and will finally get finished, Duane has broken the back of the work so it is now a feasible project.

"Hi all, but I thought I might alert any Aussie fans to my Bond for sale. With a great deal of regret, and a tinge of sadness, I think it's finally time I let go of my



1967 Bond Equipe 2-Litre GT project...my storage unit has to go, and I have nowhere to put the car to complete it.

For those of you not familiar with the model, the Equipe 2-Litre GT is a factory 2-litre Vitesse Mark 1 based car, with pre-Rotoflex swing axle rear end. I purchased this car nearly 14 years ago as a wreck, bringing it back from the brink with a great deal of effort, I'd love to find someone who wants to finish it off. It is the only one of its type in Australia (as far as I know!) and has been here since new. It is complete and has had an absolute fortune spent on it, but obviously in need of further restoration. Some restoration details can be found on my blog here: <http://ddegruchy.blogspot.com/>



I'm firm on \$3,500 as is.

I also have a huge collection of new and restored parts I'd be happy to sell along with the car for additional cost.

The value of these cars is beginning to rise in the UK, and you'll be the only kid on the block with one! The car is located in , Victoria, Australia. Please PM me for further details."

So, if you're in Australia – or anywhere else in the world – and would like to have a hand in saving this Bond, please contact Duane, or me and I can put you in touch.

Finally I have just heard from **Chris Bradley** – he has some new old stock



bumpers both front and rear, as shown in the photo – if you are interested please contact him on **07955 558059** It is unusual to find new Bond bumpers so if you need one, or think you might, contact him soon before they're all gone.

I finish by wishing everyone a very Happy Christmas and a Prosperous New Year, and hopefully some great winter driving too!

Guy

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New range of LED replacement bulbs for side, stop & tail, and dashboards.

LED233	Sidelight 1 Watt White	£12.00 ea
LED380	Stop and tail CREE Chip	£22.00 ea
LEDBA9ESG	Dash bulb LED green SES -ve	£6.00 ea
LEDBA9ESW	Dash bulb LED white SES -ve	£6.00 ea



P & P 0.1Kg pair

These prices are valid until JAN 31st 2019 - Telephone Order 01858 434424

CAR PROTECTION

Top Quality CAR COVERS

Outdoor Covers



HAMILDC-D	2000/2500 (NOT ESTATE)	£170
HAMILDC-EST	2000/2500 ESTATE	£170
HAMILDC-C	STAG	£160
HAMILDC-B	HERALD/VITESSE/DOLOMITE	£160
HAMILDC-SS	TR2~8/SPIT MKIV /1500/GT6	£160
HAMILDC-LCW	SPIT MK I-III/GT6 Mk1	£160

Indoor Covers



HAMILDC-D	2000/2500 (NOT ESTATE)	£120
HAMILDC-C	STAG	£110
HAMILDC-B	HERALD/VITESSE/DOLOMITE	£110
HAMILDC-SS	TR2~8/SPIT MKIV /1500/GT6	£110
HAMILDC-LCW	SPIT MK I-III	£100

- ◆ Breathable 4 Layer Fleece Lined Weather Proof Covers.
- ◆ Fully breathable to avoid condensation, can be put on a wet car.
- ◆ Internal FLEECE lining to protect your car in all weather conditions 99.9% waterproof.
- ◆ Semi Tailored Shape for excellent fitting to all models.
- ◆ Elasticated ends & sewn in straps for secure fitting.
- ◆ UV protection avoids paint fade & deterioration of rubber seals.

Cockpit Covers



HAMILCC2S	2 seater Cover	£50.00
HAMILCC4S	4 seater Cover	£70.00

Indoor Covers



- ◆ 100% Dustproof.
- ◆ Super soft Fleece interior lining.
- ◆ Very breathable eliminating condensation.
- ◆ Supertex is also water resistant & is perfect in carports & barns.
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P & P 1.5Kg

These prices are valid until JAN 31ST 2019 - Telephone Order 01858 434424

TSSC Clothing

P & P
All Clothing 0.7Kg
Caps 0.1kg

Please state Colour and size when ordering

Logos are positioned as shown

TSSC Soft Shell & Fleece Jackets



Club Logo

SSJ Soft Shell Jacket

Ladies & Gents

M,L,XL,XXL, French Navy
+ Club Logo £45.00



Club Logo

TFJ Fleece Jacket
Gents M,L,XL,XXL,
AVAILABLE IN
BLACK

Ladies M,L,XL
Burgundy Only
Silver Club logo
Full Zip £25.00



Car Caps



CAR MODEL LOGO CAPS
CCAP £6.00 P&P 0.1Kg

High quality fully adjustable with
car logo on the front. NAVY. Car
Model logo

embroidered onto the front

LOGOS AVAILABLE

Herald, Spitfire, GT6, Vitesse,
& Triumph Shield

**State Model of
Triumph when
ordering.**

Club Polo Shirt



TPS Polo Shirt

Gents S, M,L,XL,XXL, Ladies M, L, XL, XXL
Burgundy + Silver embroidered Club logo
£10.00

State Size & Type

Fitted Overmats with Logo

Fitted Shape - Top Quality Black Overmats with bound edging and Car Model Logo Embroidered on Front Mats



P & P 5kg



CM101H
CM101V

HERALD 4 piece
VITESSE 4 piece

P & P
1.5Kg

£30.00
£30.00



CM102S
CM102G

SPITFIRE 2 piece
GT6 2 piece

P & P
1.5Kg

£25.00
£25.00

CTEK Battery Conditioner/Charger

Battery not in the best of health? Then you need the **New 7 Stage** CTEK battery conditioner/charger.

Suitable for 12v lead-acid batteries up to 120AH

**NO NEED TO DISCONNECT
BATTERY TERMINALS
IDEAL FOR CARS STORED AWAY!**

CTEK MSX3.8

£60.00



P & P 1.5Kg

Battery Mat

Leaking batteries have ruined many a classic car through the acid eating away the metal. The Club shop has come up with the answer - the Battery Mat, an absorbent poly propylene felt treated with an acid neutralising formula and coated in latex.



BM100 ALL CLUB CARS **£3.00**

P & P 0.1Kg

Battery Isolator

This revolutionary switch is a small, well constructed switch which will, if turned disconnect all electrical circuits preventing the car being started. **(Supplied with in-line fuse)**



DC001 DIS-CAR-NECT **£10.00** P & P 0.2Kg

These prices are valid until JAN 31st 2019 - Telephone Order 01858 434424

IDEAL GIFTS

Woven Badges



- R084** TSSC Club Logo £3.00
R136 Triumph Laurel £3.00
R137 Triumph Shield £3.00



Gift Voucher

THE TRIUMPH SPORT SIX CLUB
 Sunderland Court
 Lubenham
 Leics. LE16 8TF Tel: 01858 434424

GIFT VOUCHER

GIFT VOUCHER

Voucher Value:

£20.00

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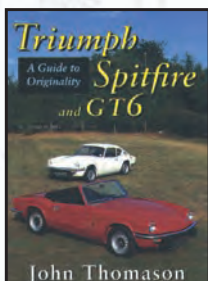
With our Shop EPOS system we can offer Gift Vouchers that are far more flexible in their use than our old ones. Firstly they can be bought in any value what so ever, and the big plus is that we can redeem them over the phone, **01858 434424**

All you need to do is quote the long number below the bar code and the value of the voucher is taken off your bill.

And just in case anyone is wondering the code is unique and can only be redeemed the once!

So go on give your Spouse, Son, Daughter or friend a Club Shop Gift Voucher so they can buy lots of goodies for their Triumph.

The vouchers can also be bought online on the Club Shop website. www.tssc.org.uk



Spitfire & GT6 Originality Guide

TRIUMPH SPITFIRE
 AND GT6 (THOMASON)
£15.00

Owners Handbooks

Herald 1200/12/50

Herald 13/60

Vitesse 1600

Vitesse Mk I

Vitesse Mk II

GT6 Mk I

GT6 Mk II

GT6 Mk III

Spitfire Mk III

Spitfire Mk IV

Spitfire 1500

TR4/TR4A

TR250

TR6 -TR7

Stag

2000 - 2.5 PI

1300/1500 FWD

These handbooks were originally supplied with the cars, and give in the simplest possible terms, information vital to the proper operation, care and regular maintenance of the car.

Contains in-depth information on the following areas;

Routine servicing / Recommended lubrication Care of bodywork / Running adjustments Wiring diagrams / General specifications. Plus much, much more.

All Handbooks £8.00



P & P 0.1kg



AREA Directory • News • Events

December 2019

NEWS
AREA

TSSC CORNWALL CHRISTMAS DINNER & DANCE 2019 SATURDAY 7th DECEMBER

7PM

ESPLANADE HOTEL NEWQUAY

START The celebrations with a drinks reception in the Pebbles Bar then take a seat in our Cove Restaurant and enjoy a festive three-course meal £37each.

AFTER DINNER Try your luck and take a spin on the casino tables then dance the night away with a DJ set and get snap happy at our mirror photo booth!

SERVING Classic cocktails (extra charge) throughout the evening, so you just need to decide if yours will be shaken or stirred...

Book with Carol Coventry Area Organiser
07979464643 or Email: carol.63@hotmail.co.uk



Accommodation rates:

Standard - £69.00

Standard sea view - £89.00

Surf rooms - £95.00 (Roxy and Quiksilver themed rooms)

Standard Seaview balcony - £95.00

Best - £109.00

Family rooms - £69.00

Seaview family rooms - £89.00



Derwent Valley's

32nd Peak Run. Weekend

18th to 22nd June 2020.

The 32nd Peak Run - Sunday 21st June 2020.



AREA DIRECTORY

Triumph Sports Six Club

SCOTTISH AREAS

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

NORTHERN AREAS

CHESHIRE	Henry Jones: 07779 878125 <i>Cock & Pheasant - BOLLINGTON CROSS. SK10 5EJ</i>	1ST THURS. 8.30PM
CUMBRIA	Roy Ross: 01229 316501 Phil Evans: 01946 861548 <i>Advertised in Cumbria News & Website</i>	LAST SUN. 12 NOON
MANCHESTER	Wayne & Anne Ash: 07770 565670 Mark & Lorraine Kilgallon: 07954 784342 <i>Moss Vale Hotel Lostock Rd, URMSTON. M41 0TA.</i>	1ST TUES. 7.30PM.
NORTH EAST	Geoff Dent : 07773 440201 Deryck Beadling: 07939 068976 <i>The Travellers Rest, Front St - WITTON GILBERT. DH7 6TQ</i>	1ST SUN. 7.30PM.
LIVERPOOL	Mark & Tracey Lamb: 07975 591421 <i>Vikings Landing. Stonebridge LIVERPOOL. L11 2BD</i>	1ST TUES. 8PM.
LANCASHIRE	Kevin Makin: 07980 604021 Dennis Petty: 07951 727747 <i>CONTACT AO's FOR MEETING VENUE</i>	LAST TUES. 8PM
WIRRAL	Richard Lloyd: 0151 625 3172 <i>Cottage Loaf - THURSTASTON. CH61 0HJ.</i>	2ND TUES. EVES.
NORTH YORKS	TBC: AO NEEDED! <i>Greyhound Inn - RICCAL. YORK. YO19 6TE</i>	4TH TUES. 8PM
SOUTH YORKS	Richard Oakes: 07702 492349 <i>Crown Inn, Barnburgh - DONCASTER. DN5 7JQ</i>	1ST & 3RD TUES. 8PM
WEST YORKS	Alan Heaton: 07944 909823 <i>New Inn - 170 South View Rd, East Bierley. BRADFORD BD4 6PP.</i>	2ND TUES. 8PM.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487 <i>The Bull & Butcher - CORLEY MOOR CV7 8AQ</i>	1ST TUES. 7.30PM.
DERWENT VALLEY	Roger Buck: 07970 619149 Colin Wright: 01773 531580 <i>Smalley Common Ex- Servicemens Club - ILKESTON. DE7 6FY</i>	1ST TUES. 7.30PM.
LEICESTER & RUTLAND	David Smith: <i>Rose & Crown - 45 Main St, THURNBY - LEICS. LE7 9PJ</i>	1ST TUES 6.30PM
LINCOLNSHIRE	David Samways: 07709 565118 <i>The Kings Head - 31 High Street, NAVENBY. Lincs. LN5 0EE.</i>	2ND TUES. 8.00PM.
NOTTS	Nigel Hill: 07976 163006 <i>Sandy Pate Sports Bar - MANSFIELD TOWN FC. NG18 5DA</i>	3RD WED. 7.30PM
NORTHANTS	Nigel Hawes: 07879 491778 <i>Overstone Manor - Sywell - NORTHANTS. NN6 0BB</i>	2ND WEDS. 8.30PM.
OXFORD	Thomas Cope: 07972 039532 <i>Duke of Cumberland's Head - CLIFTON. OX15 0PE</i>	3RD TUES. 7.30PM.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358 <i>The Five Horse Shoes, Barholm - STAMFORD. PE9 4RA.</i>	2ND MON. 8PM
SHROPSHIRE	Bill Bate: 07887 605778 David Embery: 0770 1049881 Simon Morgan: 07786 806189 <i>CONTACT AO's FOR MEETING VENUE</i>	3RD WED. 7.30PM

AREA DIRECTORY CONTINUES OVERPAGE

MIDLAND AREAS Contd.

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

EASTERN AREAS

CAMBRIDGE	Tom Hartley: 07795 436149 The Plough - FEN DITTON. CB5 8SX.	1ST MON. 8PM.
ESSEX	Allan Jannaway: 01375 672072 OR 07934 027704 Mike Titchen: 07860 708356 "Passing Thyme" Cafe - RAYLEIGH ESSEX SS11 8SJ	2ND SUN. 12NOON
M25 EAST	John Hill: 07938 526324 The Wharf - DARTFORD - OCTOBER TO APRIL	4TH SUN. 12 NOON
NORFOLK ALT MONTHS START JAN	Mike Carroll: 07828 103064 The Oak Tree - Ipswich Rd - NORWICH. NR4 6LA	2ND MON. 8PM
ALT MONTHS START FEB	Paul & Christina Girling: 07584 000442 The Windmill Inn - Mill Street - NECTON. PE37 8EN	2ND MON. 8PM.
SUFFOLK	Colin Wake: 01206 250360 Sorrel Horse - BARHAM - IPSWICH. IP6 0PG	1ST TUES. 8PM.

SOUTH EASTERN AREAS

EAST BERKS	Doug Brown: 01189 321390 The Shire Horse - Nr MAIDENHEAD on A4	2ND TUES. 8PM.
SOUTH BUCKS	Daniel James: 07818 052276 The Harte & Magpies - Coleshill, AMERSHAM BUCKS. HP7 0LU	3RD WED. 8PM.
CANTERBURY	(New AO) Derek Skate: 07932 179459 The Red Lion , Badlesmere, FAVERSHAM, ME13 0NX	1ST THURS. 7.30PM.
HANTS & BERKS	Alan Fulbrook: 07795 096394 The Crooked Billet - (A30) HOOK. RG27 9EH	1ST TUES. 8PM.
HERTS & BEDS	Peter Lewis: 01582 750943 The Raven - HEXTON, HITCHIN SG5 3JB	4TH MON. 8PM
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672 Various - See report in Area News	CALL FOR DETAILS
WEST KENT	Colin Robertson: 07810 102525 The Woodman - Gothurst Common - IDE HILL - TN14 6BU The Castle Inn - Main Road - BODIAM -TN32 5UB	LAST TUES 7.30PM LAST WED AT 7.30.
NEWBURY	Dave Rumens: 01635 868640 The Travellers Friend - Crookham Common, THATCHAM. RG19 8EA The Downgate - Down View, Park St. HUNGERFORD. RG17 0ED	2ND WED. 7.30PM 4th Wed. 7.30pm
SOUTHERN	Mike Goolding: 01252 722432 The Seven Stars - STROUD GU32 3PG	1ST TUES. 7.30 PM.
SURREY	Clifford Darby: 07853 793341 Wellhouse Inn - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
EAST SUSSEX	Ian Gordon: 01273 813691 The Halfway House - Rose Hill, ISFIELD SUSSEX. TN22 5UG.	1ST WEDS. 8PM.
WEST SUSSEX	Nigel Ayre: 01403253034. George & Dragon - Dragons Green - HORSHAM RH13 8GEB	3RD WEDS 7.30 PM.
THAMES	Mickey Hazell: 07773 623807 Fairmile Inn - Portsmouth Rd - COBHAM. KT11 1BW. George Inn - 29 Windsor Road, - WRAYSbury. TW19 5DE	1ST THURS. 8PM 3RD THURS. 8PM

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241 Royal Oak - GOODWORTH CLATFORD. SP11 7QY.	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 Andy Luckhurst: 07971 413045 Crealock Arms - BIDEFORD. 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	Harrison Every: 07850 273823 Maggie Love: 01749 850734 Ring O Bells Moorlinch , BRIDGWATER. TA7 9BT.	2ND THURS 8PM
WESSEX	Trevor Carlyle: 01425 475376 Tyrrells Ford - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM.
NORTH WILTSHIRE	(New AO) Craig Gingell: 01249 740239 Foxham Inn - FOXHAM - WILTSHIRE. SN15 4NQ.	2ND TUES. 7.30pm.

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	rlslaw@bigpond.net.au
BELGIUM	Stefan Vandendijk	stefan.vandendijk@telenet.be
DENMARK	Morten & Lillian Hildebrand	hildebrandrandi@gmail.com
FRANCE (Poitou Charentes)	Victor Thompson	vcandvh@gmail.com
FRANCE (Central)	Ray Lomax	lomaxcreuse@gmail.com
GERMANY	Hans-Georg Stumpf	hgs-systems@onlinehome.de
ITALY	Pietro Noe	pietro_noe@libero.it
JAPAN	Shinichiro Nakano	nakanoryugasaki@yahoo.co.jp
NETHERLANDS	Jeroen Noordman	j.noordman@gmail.com
NEW ZEALAND	John Etheridge	johnhetheridge@aol.com
SWEDEN	Odd Hedberg	odd@triumphclub.se
SWITZERLAND	Robin La Barre	robin.Labarre@Bluewin.ch
SWITZERLAND	Philip Bellamy	0041 79 347 1221
UNITED STATES	Ben Blaney	benblaney@gmail.com



TSSC AREA NEWS

AREA LIAISON OFFICERS

email nigel.hill@hotmail.co.uk

Tel. 07976 163006

As always this time of the year we know you will be having your AGMS for your area, this is still important to keep in touch with us although many don't send in the area registration forms we do still need to know from yourselves if

you are still continuing to be the Area organiser and are at the same venue, same time we need up to date email addresses and contact telephone numbers. As Area organisers it is very important to keep everything up to date with ourselves and for Bern and Angie. This is also very important for our web master to keep the website up to date i.e the ONLINE area directory, the area map and venue.

Having been on the forum looking at some comments we have found some of our areas are not up to date and we are addressing this asap. We need you to keep us up to date because for our new members joining us or as more and more folks are using the internet it is imperative to keep everything up to date.

2020 AREA REGISTRATION FORMS. Can be downloaded from the website or you can ring us and we can email you a copy. We have received AO forms already which is great.

Myself and Nigel attended NEC and it was extremely busy and lots of New Members joining so moving forward we would like to wish our new members a warm welcome but also be on top of the game in technology and knowledge of our wonderful cars.

We would also like to announce that Next years Inter Club Weekend is happening again with the TR Register at Stratford upon Avon. We would like some more volunteers for this weekend as actually it was a poor show of support from our Area organisers. We always have the same helpers which is brilliant, but some comments say why should you give up any time to help? Looking at the bigger picture, none of us are getting any younger, for these events to take place for YOUR members this is when we need to work together as a full working team not just Council of Management, Not just HQ Staff, Not just us two. But our full Area organisers giving One hour over three days to Marshall or talk to members and also those who can do valuations. Your members ask can we do this can we do that and We say "Yes we can" but help is needed. One of the main questions we will be asking at next years AGM will be the need for definite volunteers, not maybe you will as we would like to be able to be more forthcoming in delegating our volunteers to give a fantastic presence at Stratford.

We Are the Triumph Sports Six Club and we are one of the leading Triumph Clubs. And everyone wants to join our fantastic club. Behind the scenes a lot is happening, more each year to get us moving even more into the future with our cars and young members and families because without this and the support of our members we will not have a Triumph car club.

We are both looking forward to 2020 as Le Mans is already looking busy and excited about Stratford upon Avon racecourse.

It is left from this year of 2019 to wish you all a very Merry Christmas and a Prosperous New Year. Hopefully see some of you down at **Lubenhams HQ at the Christmas open day on the 1st December.**

If you have any issues at all please do not hesitate to contact us and not use or tell every one else other than us, as if we don't know of your issues we cant help you!. Christmas cheers

Nigel & Di



ALO REPORT . . . ANDOVER AVON . . . SOUTH BUCKS

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipee.org

e-mail: spitfires@cadley.org

By the time you receive this our Christmas dinner will be only a couple of weeks away and I'm sure that, as usual, it will be a good evening.

Last month's meetings was rather exclusive again, with just Ed joining us, so we hope that more of you will be able to join us in the New Year for our monthly meetings. If it's our new venue that doesn't work for you then perhaps you can suggest somewhere else to meet that would work better for you and we can discuss moving again.

You have a choice of events on 1st December as there will be another Coffee & Classics morning at the Dog & Gun or the TSSC will be holding their open day if you fancy a slightly longer run. Not sure yet which we'll be doing but I think we're leaning towards going up to Lubenhams.

Guy & Sazie

Next meetings

December 1st - Sunday morning Classic Car coffee met at the Dog and Gun, Netheravon, SP4 9RQ (on the A345 just north of Durrington)

December 1st - TSSC HQ open day, Lubenhams, December 12th - Area Christmas Meal, at The Royal Oak, Goodworth Clatford, SP11 7QY

AVON

Tel. 01454 313768/07816 952524

email: avon@tssc.org.uk

Hi Everybody. Well, it's that time of year when some of us will have to start letting out a notch on our belts in order to accommodate the extra intake of food and drink that the next month seems to bring, starting with our next meeting when it will be our Christmas meal which once again will be at the Wishing Well.

This year has been pretty successful in terms of the various rallies and shows that we have attended as a club primarily due to the very good weather.

Thanks to Susan & Angie, this year's programme was once again quite varied, but if anybody has any suggestions for next year I am sure that they would like to hear from you.

There really is not much more to say other than, to wish everybody all the very best for the Christmas period and the New Year and let us look forward to a good season of motor-ing in 2020.

Dave

SOUTH BUCKS

Tel. 07818 052276

e-mail: varsas20@yahoo.co.uk

www.tssc.org.uk

Hello all, I know I have taken a fairly long break however I'm back to writing just in time for Christmas. The lack of car shows and events at this time of the year makes my job a bit harder. However I do have some stories from last month as with Dan locking the keys of the Stag in the boot of the Stag! We did try and break into it by various methods however this amounted to nothing as the boot lid would not lift. So Robin had to give Dan a lift to his house and back to the Harte and Maggie. Normally this would be the bit where I list of the events and then finish however I wanted to implement some (somewhat) interesting information about a Triumph that was in very late development but never made it to the market. I'm referring to the Triumph SD2.

This was intended to be the Dolomite replacement and with a measly £20 million pound budget meaning that a significant of parts either had to be carried over from the Dolomite or shared with other BL cars such as the TR7 in which the

CAMBRIDGE CANTERBURY . . . CHESHIRE

SD2 would share a front subframe and engine with. Speaking of engines the SD2 would have had a range of a 1500 from the Dolomite, A 1700 version, TR7 2.0 litre and the 2.0 16 valve engine from the Dolomite Sprint would make the range. The six cylinder engines from the SD1 were proposed from the start however that plan was never considered after the initial proposal. There were 3 main designs of the SD2 that were considered. One from Michelotti who was one of Triumphs' biggest external partners. Pininfarina also made a design for the SD2. Triumph's in-house design team also made their proposal to the bosses. Michelotti's design was seen as quite European however far too conservative for what the bosses were looking for. Pininfarina's design was also quite stylish however it didn't have a SD1 style nor a Dolomite style so this was dropped as well leaving the in-house design to be the one the bosses chose.



In my personal opinion it looked fairly French with the sharp lines and partial wheel arch cover. The car was planned to release in the October of 1977 featuring the 2.0 models with the smaller engines arriving on sale in the January of 1978. The SD2 was planned to be made the same way as the Dolomite. The gearbox choice's were the LT77 gearbox used in the SD1 and a 3 speed automatic.



However the plans were then crushed as a recommendation of rationalising the range of cars from BL meant that the SD2 had no hope of making it into production and the project was canned in early 1975 and was replaced by the much more conventional front wheel drive Austin Maestro.

Anyways hope you found that somewhat interesting. Now because it's December we have the Christmas meal (talk to Dan if you want to join).

On the 18th is the monthly meet at the Harte and Magpies at HP7 0LU

On the 29th is the morning meet at The Fox and Pheasant SL2 4EZ

On the 1st of January is the new years show at Brooklands KT13 0SL

Thanks for reading and hope you have a good Christmas and have a Happy New Year and 2020!

Harry

CAMBRIDGE Tel. 07795 436149
e-mail: cambridge@tssc.org.uk

A warm evening with two new members joining us meant we had a great time chatting through the trials and tribulations of Triumph tinkering.

New face Mike brought his new acquisition of a 2500TC estate, which sounded lovely as it drove into the Plough carpark. He'd ditched a modern in favour of this solid bit of Triumph engineering for his daily driver. Being an estate he can get his dogs in the back and it was a Triumph that his wife approves of. David joined us for his first time too, telling us of the joys of squeezing an overdrive gearbox back into his mk3 Spitfire. He had raced his Spitfire previously, and been through several Triumphs back in the day but had only just managed to join us down from Ely.

Trevor showed off the photos from his Tulip Photo Rally to show that he'd managed at least a third of it before getting the wrong end of the stick on one junction and going rather off course. He'd done his best to work his way back on, but without a working odometer he was always going to struggle. Apparently I'd left the postcode of the pub at the end off the emergency get-me-home folded up map and they had

TSSC AREA NEWS



assumed it was a completely different George pub that they'd ended up at. He said that they both enjoyed themselves though, as did the other entrants, so it all ended well.

Tim was umm-ing and err-ing about whether to spend a rather large amount of money getting his TR5 re-panelled in steel, removing the fibreglass ones, and then resprayed. Although it is a lot of cash it is with one of the few bodywork guys he trusts to get the job done and a second quote for sanity came in at much the same from someone else so he's reassured he isn't being silly. We did our best to provide moral support that it was the right decision but he was also looking for a promise of a sofa to sleep on if his wife decides it has been a hideously expensive mistake.

Toby was keen to get his Wales and/or Alps trips organised so we all pitched in to say we were up for joining in. I explained that I still hadn't got the head off my old vintage car - the head is unobtainable so if I break it I'd have to machine a new one out of an aluminium billet. A great idea to use resonant frequency noise on the studs had just been suggested to break their seal so I'll be trying that when I get back from the States. No doubt I'll be boring everyone about the stupid antics driving with a couple of dozen other pre-emission-control cars across 500 miles for a big party at the end.

Our next meeting is at the Plough on Monday the 2nd of December, which will be just a normal meeting as the preference was not to go for a festive meal this year. Remember the **1st of December at the club HQ is an open day** with shop discounts and one-off offers, and then **Monday January the 6th will be the first meeting in 2020.**

Tom

CANTERBURY Tel. 07932 179459

Sorry for the lack of newsletter last month, no excuses, I forgot. I was absent at the November meet due to the lurgy and didn't think I would be that welcome in the pub.

Derek informs me that Terry and Maureen made the trip after quite a few months absence and I am sure were made most welcome. Nice to have them back.

As some may recall, this time last year I stood in as AO on a six month basis to tide the area over while another volunteer could be found. The six months is up (and then some) and I will not be putting my name forward for renewal. So, unfortunately we find ourselves in the same situation as last year. Someone is required to run the area, if only as a contact. Could you be that person?

All that's left is to wish all a Merry Christmas and keep enjoying whatever you drive.

Regards

Dell

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

Merry Christmas to you all.

Virtually the first Triumph event since the last report was our meeting, which was greeted with cool weather and rain-fall, and large puddles on the Silk Road. One Triumph did make its way from Leek, I am happy to report.

Steve made a rare appearance, with photos of progress on the GT6 (which looks very tidy and shiny), amid fears of the new-fangled starter motor potentially fouling the ring gear (a sensible test has been suggested), and a movie of the valves opening and closing obediently as the engine is rotated by said nf starter motor. We confirmed that said GT6 was receiving silicone brake fluid, unlike another car which

Cheshire Continues

attended recently.

Unfortunately there was a report of an oil leak from the overdrive – so unusual for one of our cars. Once again I was voted in as AO.

And so to the NEC. Adrian and I travelled south in a modern car, and parked where we were told to. As ever, there were many people at the NEC, and therefore traversing a hall took some time. Curiously I heard several Australian accents in my travels. I was intrigued by the supercharged Vitesse on the TSSC stand (where's the coolant radiator? – ah, it's where the front anti-roll bar usually lives). Said Vitesse also had big brake callipers and 13" wheels, and I was told where the brakes came from. We spotted Roger at the TSSC stand, I got lost at lunchtime (no comment).

The rest of the NEC is a bit of a blur. I was educated on Model T ignition (I think it's the only bit of electrics on the car), Adrian enquired about his Peugeot garden ornament and was instructed to attend another show where all Peugeot people gather. The M6 was seriously busy on the return journey, but there was no stationary traffic, which has been a feature of the M6 in the past.

So, it's the time to fettle the cars in readiness for the next season. There is a threat of paintwork on my Vitesse, engine and gearbox work on Adrian's GT6, and perhaps the Herald Estate in Crewe will be seen on the road next Spring, the same for Steve's GT6.

Our next meeting is on Thursday 5th December at the Cock and Pheasant.

Henry

CORNWALL

Tel. 07979 464643

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

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

Hi All, well here we are at the end of 2019 where did this year go? I would like to take this opportunity to thank you for your continuing support though out this year in the organising events, it's certainly been a busy and emotional one. I am so pleased that many of you have come forward to help in organising next year's events also, dates will be released in January 2020.

Onto Des's run that took place on Sunday 20th October, six cars lined up at the National Trust café and tea room near Bedruthen Steps, partway between Newquay and Padstow on the North Cornish Coast. After Tea/Coffee, Des handed out our instructions and maps to take us eventually to a suitable hostelry for lunch.

We all set off at 5 mins intervals to "snake" up the Cornish Coast through Porthcothen, Treyarnon, Constantine Bay and Harlyn. We passed Harlyn House a listed building being converted to a luxury hotel "The Pig" super luxury venue. It was then onto Padstow, skirting around the edge, we drove onto Wadebridge town.

Crossing over the ancient bridge in Wadebridge we all made our way along the B3314 to Dinham which borders the river camel estuary. From here we overlook the estuary with magnificent scenery to the village of Rock which is famous for its wall of residents and coastal charm.

Our drive then took us into the villages of Trebetherick and Polzeath, passing the Bee Centre (did anyone stop for Bee supplies?) and then over to Portquinn which has been used in many film sets. Traveling out of Portquinn we drove back inland to the Delabole, which is famous for its 16c slate quar-



ry, there we turned left and passed down a very steep single track road to Trebarwith. Here we found "The Mill House" which was our destination for the day. Des was driving the safety car, his GT6, and all but one arrived before him, all made it with only a few driving up the no through roads on the way! An excellent roast meal was had by all, great Pub which we can all recommend. Many thanks to Des and Wendy for organising this great road run we all had a wonderful day.

Thanks Des's for providing your script, and we shall look forward to your car runs in 2020.

Tales of Firework night in next month's edition hoping the weather will be kind to us.

It has come to the end of the year and election time for our Area Organiser/s please do come along to a meeting or Email Carol to put your interest and vote forward.

Wishing you all a Wonderful Christmas and a very Happy Triumphant New Year.

Happy and Safe Motoring Everyone.

Carol
x

Up Coming Events

December

Saturday 7th December Christmas Dinner and Dance,

The Esplanade Hotel, Newquay

Thursday 12th Club Night The Hawkins Arms Zelah

January

Thursday 9th Club Night The Hawkins Arms Zelah

Sunday 26th Car Run and Lunch TBC

COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@yahoo.co.uk

Hi Folks. Another quiet month, the Heart of England meet at Bulkington on Sunday 13th was a complete wash out, only 3 classics on show due to the horrible weather. Needless to say we stayed at home.

The first outing for the "Smiffy Spitty" was to the Bedworth Market Classic Car day on Sunday 20th although a bit chill, it was dry for a change so down with the roof. Phil met up with Steve & Sharon in their Herald Convertible and just manage to get under cover, a very good turnout of about 50 to 60 vehicles with quite



a few American models turning up. The organisers were very pleased so there may be a few more in the future.

The next Sunday the 27th was our monthly Dalos Day Run (Drive and lunch on Sunday) planned by Steve & Sharon, 11 of us in 6 classics participated on a super run which concluded at the Blue Boar in Mancetter for lunch, a good menu and plenty on the plates. Another great day out in great cars and great company, well done Steve & Sharon.

Once again the weather was awful for our monthly meeting at the Bull & Butcher on Wednesday the 6th November but we still had a good turn out of 9 for a pre meeting meal fol-



CUMBRIA . . . DEVON



TSSC AREA NEWS

lowed by 6 more for the meeting. Thanks to all who braved the conditions and made the night.

The November Dalos Day run on Sunday 17th is planned by Keith & Trish we will meet in the layby in Corley on the Tamworth road just before what used to be the Saracens Head (opposite Corley Garage). Please note the starting time will be a little later than normal 12.45pm ready to leave at 1.00pm. Must have numbers by Wednesday 13th. By text or email please. Phil's Mob 07711 337797

We will be going to the Xmas Open Day at Lubbenham on Sunday 1st December if you want to meet up with us to travel in convoy be at the Elms in Lutterworth for 11.00am departure.

Our December meeting at the Bull & Butcher on Tuesday the 3rd incorporates the Christmas Fayre Meal if you haven't booked with us already please do so ASAP, you cannot just turn up on the night, don't forget dress is festive.

That's all for now folks have a Happy Christmas
Regards

Phil & Lyn

Forthcoming Events:-

Sunday 10th November Heart of England meet at Bulkington Club, Chequers Street., Bulkington, From 11.00am. Just turn up.

Sunday 17th December Dalos Day Run Planned by Keith & Trish. Meet in layby on Tamworth Road Corley just before what used to be Saracens Head (opposite Corley Garage) Please note later start time of 12.45pm ready to leave at 1.00pm. Must know numbers by Wednesday 13th

Sunday 24th Barn Brewery Classic Cars, Willey Nr Lutterworth CV23 0SL, from 11.00am Just turn up.

Sunday 1st December TSSC Xmas Open Day at Lubbenham, meet in car park of the Elms in Lutterworth, ready to leave at 11.00am

Tuesday 3rd December our monthly meet at the Bull & Butcher, Corley Moor incorporates Christmas Fayre meal 7.00pm for 7.30pm start. Dress is Festive.

Sunday 8th December Heart of England meet at Bulkington from 11am

Sunday 15th December Dalos Day Run planned by Roger & Dot, meet at the Oak in Baginton at 12.15pm ready to leave at 12.30pm must know number by

Wednesday 4th December a week earlier than normal. Dress is festive.

Wednesday 11th March Darts/Skittles/Quiz/hot buffet night Queens Head Bretford, 6.30pm ready to start at 7.00pm. £11 a head must have monies by February 4th meeting

CUMBRIA

Tel. 01229 316501

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

Hello everybody from sunny Cumbria the wet type is with us again Roy and Anne have got moved anyone that has not got the new telephone number it is 01229 316501. Anybody with any horseshoes that they do not want bring them to next meeting as Roy's new house number is 13 and he may need them.

Christmas dinner has been booked for 1200hrs at the Kellbank Gosforth anyone needing directions please get in touch with me and I will E-Mail them or just google it, my E-Mail address is tonyholiday@talktalk.net

Phil Evens and Sue have now moved out of Cumbria we wish them all the best for the future.

Shows for 2020 after the success of the visit to the Eskdale Agricultural show, more & more Agricultural shows are now having. A classic and vintage car & bike section (cows sheep poultry and kids optional) it was discussed that we would try and support a few

of them this year so if anybody has a preference To which we should attend please e-mail myself or Roy with details or send via face book to Anne and that goes for shows further afield as well. The Lakes charity Classic Vehicle show for 2020 is on the move from Grasmere to Rydal those that have not received an e-mail from the Lakes lions full details can be found at

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FOR JAN AREA NEWS. COPY IN BY 6TH DECEMBER

PLEASE. DUE TO CHRISTMAS BREAK

www.lakeslions.co.uk/lakes-classic-car-show don't forget anyone wishing to attend for the discount you need to book before May, camping is available.

Meeting venues anyone with a preferred preference ideas at the next meeting unless everyone is happy to keep it as it is Pennington at Ravenglass and Kings Head at Thirlspot alternate months till show time.

Tony

DEVON

Tel. 01548 821348

www. www.tssc-devon.org.uk

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

or e-mail : nigelk57@gmail.com

Facebook - TSSC Devon

Thanks to family Northcott for arranging a fabulous Treasure Hunt (aka Observational Run) on 13 October. The foul weather ensured that only Rob Lingard and Darren Groves braved it with their Triumphs whilst the rest of us wimped out. Nevertheless, a good number met at Hatherleigh (and yes I did go to the right place) and we started off with several clues around the car park. Then a fascinating run, with clues and anagrams aplenty, then to Lydford's car park where we had more walking clues. Finally, lunch at the Castle Inn beckoned – we were starving by then – and have to say it was very good. Rob, Helen and Alice marked our sheets, with their usual thoroughness, before giving the results in reverse order. Alas the wooden spoon this time went to our two North Devon competitors, but practice will surely make perfect Darren and Andy! Moving up in line, family Chudleigh came 3rd, John and I second by only one point to the winners, Rob Lingard and son James. Quite rightly that one point went to Rob as he produced a Triumph manual – he did of course bring the car too.

October's Club night once again saw the Claycutters crowded with members. Only 5 Triumphs braved it, but there were Jon's and Phil's GT6s, and the Spitfires of Peter B, Dan and Rob Lingard. Apart from the usual chatter, we showed pics and videos of the Castle Coombe Autumn Classic event which we had attended. Great racing and a good venue – maybe next year for TSSC? Dave F and Shane B brought along the itinerary for their recent visit to the Isle of Man organised by Classic & Continental Car Tours for the TSSC, and they were very impressed by the organisation – again maybe another idea?

Despite the storm the previous day, a really good turnout for Jon Chartres' 3 November run from all points North and South to the Strawberry Fields Farm Shop at Lifton. About to leave The Rock at Yelverton Airfield we were joined by the miscreants who went to the Rock Hotel instead, and eventually we had 6 Triumphs and a few moderns for the drive across the moor to Lifton. Jon had sensibly changed the route so that we stayed on bigger roads in case of debris but we still had a spectacular drive from Yelverton, to Princetown past Rob's place, on to the high moor and down to Tavistock. From there we went up to Sourton where we joined the 'old' A30, a lovely driving road with some lovely autumn colour to see. At the Farm Shop we joined Maurice & Mary, and a big group from North Devon, including both AOs, Darren and Andy and their respective families, Mick & Sue, Malcolm and Mandy and particularly pleased to see Simon & Max so soon after his surgery. Cars out were the GT6s of Jon and Phil, Graham & Wendy's respectfully decorated Vitesse, Dave & Jane's TR6, Spitfires of Rob L (and George this time) and Rob N, joined at Lifton by Malcolm's gorgeous Spitfire and



TSSC AREA NEWS

DEVON . . . DEVON NORTH ESSEX

Devon Continues

Darren's faithful 13/60. It was lovely to see Tony and son Peter following along too. Huge thanks to Jon and Phil for organising the day for us.

Accompanying this report is a great photo of Graham & Wendy's Vitesse, and a few words from them:- We attended the 2019 Classic Car Poppy Appeal launch for Devon & Cornwall on 24th October starting at Trebah near Falmouth and finishing at Mount Edgecumbe, marking 75 years since the departure for The Normandy beaches. The day was hosted by The Royal British Legion. We were summoned to cars by Pipers, seen off by The Lord Lieutenant for Cornwall and escorted by 5 motor cycle outriders for the 75 mile journey. The convoy was a sight to behold. There were 4 Triumphs in attendance out of some 45 oldies and only 2 breakdowns (not Triumphs). We were well catered for by our hosts and the day ended with a cream tea on the lawn overlooking Plymouth. A great day!



COMING UP IN DEVON

Andy has arranged a last run for the year on Sunday 1 December. We will be visiting the Moretonhampstead Motor Museum at, you guessed it, Moretonhampstead. The plan as I write is for us to meet there at 11 am, view the many exhibits, and then have lunch at the White Hart Inn in the village. The museum closes for the winter and Frank the owner has agreed that we can visit on his last day of opening this year with discounted entry.

Saturday 7 December is of course our Christmas meal at the Dartmoor Lodge at Ashburton but too late now for you to come!

December's Club night will be Wednesday 18 December – the perfect opportunity for a get together at the Claycutters Arms at Chudleigh Knighton and to say thank you and farewell to Brian Richardson, mine host who has been so good to us for the last few years. He assures us that the new licensees will be equally pleased to see us there.

Looking into 2020, our first event will be our traditional January meet, on Sunday 5 January, a late lunch at the Smugglers Inn at Dawlish. Again kindly organised by Jackie & Allan. Always one of the best attended events, so please let us know asap if you will be joining us.

And finally, can we be the first (?) to wish you all a wonderful Christmas, may your Triumphs keep running on all 4, 6 or 8 whichever is appropriate!

DEVON CALENDAR

Sunday 1 December Moretonhampstead Motor Museum & Lunch

**Thursday 5 December North Devon Club Night
Saturday 7 December Christmas Evening Meal & Charity Raffle**

Wednesday 18 December Club Night / AGM at the Claycutters Arms TQ13 0EY

Sunday 5 January 2020 Run & Lunch at Smugglers Inn Dawlish

Sue & John & Nigel

DEVON NORTH Tel. 07806 351499
Tel. 07971 413045

e-mail: darren.groves@gmail.com
Or: arluckhurst@googlemail.com
Website: www.tssc-devon.org.uk
FB: www.facebook.com/groups/134271493433942/

After a day of pretty horrendous weather it was no surprise that it was a quiet November Club Night. I was only person in a Triumph and was joined by Alan & Janet Brace, Mick & Sue Barlow, Mike & Irene Hadley and Malcolm Huxtable. My fellow AO Andy Luckhurst couldn't make this month as he was attending a parents evening.

It was cold and wet, so myself, Alan & Janet made a bee-line for the best seats in the house, right next to the radiator and looked forward to a hearty meal to warm us up.....winter has most definitely arrived in North Devon. Mick & Sue arrived shortly after, closely followed by Mike & Irene. Mike was looking a bit shifty, seemingly hiding something under his jacket, but it turned out to be nothing more sinister than Andy's booby prize from the recent treasure hunt. The prize for coming last was a sponge, I'm sure Andy will make good use of that when his TR4 is finally ready.

Mick seems to have made some progress getting his Herald registered with the DVLA, which has been a concern as it's been off the road so long the registration number was no longer recorded. Alan was telling us his plans to respray his MK3 Spitfire as he was never 100% happy with it from first time. The car was fully restored not so long ago, so should be a relatively straightforward prep and paint, this time in 2K paint rather than cellulose. My own MKIV Spitfire restoration is coming along, currently creating my own wiring harness from scratch so I can add a good selection of fuses and relays.

Mike is a creature of habit, so no surprises that he ordered himself his usual Panini, I did suggest to Irene that a Panini maker would make a perfect Christmas gift for him, but as our Club Nights are the only time he has a Panini, it would spoil the occasion. Mike was also proudly showing off his new Spitfire T-Shirt with RAF roundel, very smart!

We were all looking forward to Malcolm's show & tell for the evening, but I think we may have exhausted his inventive abilities in recent months, so he had nothing for us.....let's see if he can come up with something in December.

Many of us had attended the 'Cream Teas at Lifton Farm Shop' run on the previous Sunday, this was very enjoyable despite the weather, so a big thank you Jon Chartres for organising. Andy's recently announced trip to Moretonhampstead Motor Museum on 1st December seems to be proving popular, hopefully there will be a good turnout. Andy & I have been busy plotting varied events list for 2020, some of the ideas include Ten Pin Bowling, Go-Karting, Beach BBQ & Rounders to name a few, so hopefully we can do something that most members will enjoy.

To get a feel for what our local members are looking for, Andy has set up an on-line survey, so if you haven't yet completed it, please go here: <https://tinyurl.com/ttd74pmz> it will only take a few minutes to complete and will give us with valuable information and hopefully improve what we do. You have until 20th Dec 19 to have your say.

That's it for this month.

Date of Next: Thursday 5th December

Darren

ESSEX Allan. 01375 672072 or 07934 027704
Mike. 07860 708356

e-mail: awjannaway@hotmail.com
miketitchen@aol.com

Facebook. **Triumph Sports Six Club Essex Area**

We had an eventful club day in October with Mike Titchen being welcomed on board as joint AO with myself, as Janet now no longer wants to be part of the TSSC due to personal reasons. It was lively conversation regarding a few issues and also the donation to the air ambulance was agreed at

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PLEASE. DUE TO CHRISTMAS BREAK**

HERTS & BEDS . . . ISLE OF WIGHT

TSSC AREA NEWS



£1,000 raised over the last 18 months with our club 40th birthday and Christmas party. It was now felt the right time to donate the money to Essex air ambulance and Mike is getting the award sorted and soon we will have a date for presentation.

This month I have been sorting Mike S with his electrics in the Spitfire and a few other jobs, plus a trip to Somerset to help Chewy with the 2.5 body shell and the start of the project refurbishment. Somerset trip was on my own as Janet was at a Wrens reunion at Hayling Island, it did feel strange without her.

We have club day on 8th October and hope to have a Christmas meal, if anyone is interested can you get back to me asap and we can add you to the list. It will be at the garden centre as usual.

29th December is White Webbs and we hope if there is enough of us we will be heading up there for a wander round the auto jumble and maybe also the vintage shops by the garden centres. Again numbers please and we can sort out lunch.

This year instead of a Christmas party we are going to have a post Christmas weekend. Mike T is sorting this and the dates are 3/4/5th January. We have a good price for a Premier Inn at Sewardstone Road, Waltham Abbey and the meal at the plough on the Saturday (Christmas meal too) we hope to have a trip out on the Saturday.

Short report this month as due to the weather and the time of year.

Up and coming
Club day on 12th January.

Allan

Belated Christmas Weekend Essex Area

Friday 3rd January 2020 to Sunday 5th January 2020

This is an invitation for any Member past and present of the Essex TSSC. Our first meeting of 2020 we will be having a get together and a drive out around Essex and also our Christmas Meal on Saturday 4th January 2020 at The Plough, Sewardstone Road, Waltham Abbey EN9 3QQ The 3 course meal is £18.95 per person.

We have also acquired a good deal with The Premier Inn, just up the road to stay for the weekend with special rates (half price deal) Friday night £29.50 Saturday night £32.00 and Sunday £29.50 you can stay which ever nights you wish to. The booking is non refundable. I need to urgently know if you wish to come to the meal and need a deposit of £5.00 per person. Booking for the hotel, I will require the full amount so that I can secure the good deal which has been given to us. Please let me know if you wish to come asap.

My phone number to confirm is 07860 708356 email miketitch@aol.com

It's now been 17 months since Essex Area's 40th Anniversary and we have been busy collecting money at several events and have now reached our target of £1000.00 for the Herts & Essex Air Ambulance.

This money has now been sent to them and we would like to thank everyone who contributed to this most worthy cause.

We are arranging to present a large cheque to them sometime in the New Year at North Weald Airfield where their helicopters are based.

Mike



Merry Christmas and a Happy New Year from the Essex area. Hope you have all been good enough & get some of the bits for your triumphs this Christmas. This year has flown by with lots of great shows, it was good to see old and new friends with their cars. Looking forward to many more shows in 2020.

HERTS & BEDS Tel. 01582 750943 e-mail: peter.h.lewis@ntlworld.com

Hi folks, not much to report this month and I was never vaccinated with a gramophone needle. The clocks have moved an Hour, the rain has rained, the sun has shone but in no particular order.

We have our local AGM in November which won't take long with no new names in the frame it's looking like I carry on and Viv hopefully does our accounts, all to be revealed at the Raven PH November 25th's area noggin and natter evening around 8pm.

With a year of members under hospital treatments Ray is off his immune therapy and on happy pills, Valerie is on a maintenance course to top up her treatment and is getting back on the road to normality.

Johns had his Aorta replaced with a Triumph inner tube and is back to full recovery.

Then with all the nasty stuff going round Graham is now on treatment and we wish him a speedy recovery, is this the demographics of our age group?? who knows but its been an interesting year of serious ailments.

We will, if we keep breathing, develop a full calendar of drives and supported events as soon as the AGM is over.

Better news is our Christmas dinner 14th Dec. is fully booked with 39 names all paid up.

And on that note the publican at the Raven has changed management Antonio and family have left and its now run by Mark and Shirley.

Octobers meet managed 28 members and welcome newbies, Graeme and Adam.

Stuart donated an as new portable gas fire and 8 cartridges, Simon took the bait and won it all for a tenner!

Is it too soon to wish everyone a Happy Christmas?

Pete
and team

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

We can't believe this is our last report for 2019 - the year has absolutely flown by. Lots of drives out for brunches and dinners and of course our 30th anniversary celebrations for the Isle of Wight Triumph Weekend and that was just on the Island. We also had several events over the Solent, one of which was the fabulous All Triumph Weekend at Stratford Upon Avon.

We have some diary dates for 2020 which hopefully avoid other celebrations and events, do pop along and pick up a calendar. Meanwhile here are the next couple - Sunday 26 January brunch run and Saturday 22 February evening meet.

Thank you to everyone for all your support this year, please let us know if you would like us to continue next year which we are more than happy to do.

Happy Motoring!

Elaine & Tracy



WEST KENT . . . LINCOLNSHIRE . . . M25 EAST MANCHESTER

TSSC AREA NEWS

WEST KENT

Tel. Colin 07810 102525

e-mail: westkent@tssc.uk
www.tssc-westkent.org



Well finally got meself together and got the report in on time. Not that there's a lot of news really. Meetings have been mixed, Woodman September, just me and Colin, October 8 arrived. Bodiam is a regular number, great to see Vicky again, and a few cars to boot.

The breakfast meetings are working well, and I did think of combining these with our meetings. There are a few members that can't make an evening but can make the 1st Sat and/or the 3rd Sun, so that's instead of the last Tuesday. Something to think about during the damp dark winter months, and back to normal in the spring.

Have booked an 8-car pitch for **Detling on 4th April** and history shows we can squeeze an extra car in if needed.

There's no meeting in December So catch up in Jan. And we will sort out a new year meal at the Woodman to welcome in the new season. So all I got left is a very belated photo from Bexhill and a great patriotic shot from Edenbridge I did promise.

All the best,

Colin

NEW AO - NEW AO - NEW

LINCOLNSHIRE Tel. 07709 565118
e-mail: davesamways@gmail.com

Having just completed the first monthly meeting of the recently relaunched Lincolnshire Area, I can happily say that my worst fears were allayed and I was not sat in the pub alone. We actually had 8 people in attendance which was good considering it was a cold and wet winters night.

Thanks go to Nigel and Di Hill and Chris Gunby for supporting our first meeting

Special thanks to area members Keith and Wendy Bruce who travelled across the partially flooded county to be with us. It was a enjoyable evening and hopefully the first of many I am planning to get the Vitesse out for a run to the **Club Open day on the 1st December**, weather permitting. Anyone fancy joining me?

Hopefully see some new faces at our next meeting at the **Kings Head in Navenby on the 10th December**
Regards

Dave

M25 EAST

Tel. 07938 526324

e-mail: herald1360@btinternet.com

www.facebook.com/groups/152603311545573/

Hello all, welcome to my last report for 2019. All I can say is what a fab year it's been. Loads of shows both new and old. Loads of camping with mainly good weather. And most importantly loads of good memories made with the M25 East Massive.

Our most recent event was our yearly Bonfire Night get together. Thanks to all that came and supplied booze, food and fireworks and made it another cracking night. Thanks once again to Brian for coming up with another legendary Guy. This year it was in the shape of a Prosecco bottle, very apt for this area ha ha. I don't know where you get your ideas from Brian, what will you come up with for next year?

The evening got going around 6pm starting with a nice toasty bonfire followed by fireworks. We retreated indoors around midnight and the last of us finally crashed out in the early hours. The garden, in the morning did look like a bomb site but thanks to all who helped tidy up, it didn't take long. I think I might need some more grass seed though, again ha ha.

Although it's the end of the year it doesn't mean there's nothing going on. The first Sunday is the Open Day up at HQ in Lubenham. There's a good few of us going and if anyone else wants to join us it would be great. HQ is well worth a visit, interesting museum, Club Shop and meet up with other members, oh and don't forget, silly Christmas Jumpers ha ha.

The Sunday after is our Area Xmas Dinner. All deposits have now been paid so now it's just a case of getting our glad rags on and enjoying ourselves. Hope to see more silly Xmas jumpers.

This month, to round the year off nicely we are having a special festive area meeting. Instead of being held at the Wharf we are kindly being hosted at Malc and Lesleys. Come along for drinks, nibbles and of course plenty of banter. All are welcome and just get in touch with me for their address.

The dates for next years **All Triumph Weekend have just been released. It's the 14th - 16th August 2020** and once again being held at Stratford Racecourse and again in partnership with the TR Register. We did have a good laugh this year so let's see if we can get even more of us there for 2020, you won't be disappointed.

That's about it for this month, sorry it's such a short write up. I forgot all about it, DOH!! Normal service will resume next month ha ha. So, that just leaves me to say - A Merry Crimble to you all and looking forward to a blooming good 2020.

John.

MANCHESTER

Tel. 07954 784342

e-mail: markkilgallon@live.co.uk

www.tssc.org.uk

www.facebook.com/groups/tsscmanchesterarea

Hi all, we had a good response to our new monthly meeting venue The Moss Vale Hotel In Urmston, a lot easier to get to as its right next to the M60 with use of a function room we can use.

Voted for the area organisers for 2020 and myself, Lorraine, Anne and Wayne MLAW have been re elected, so thanks for your votes and support.

EARLY DEADLINE

FOR JAN AREA NEWS. COPY IN BY 6TH DECEMBER
PLEASE. DUE TO CHRISTMAS BREAK

TSSC AREA NEWS

It's was good to hear that Ant has got his GT6 back with its refurbished engine in following his low oil pressure woes and good to hear Monty is progressing with his engine refurb for his Bond Equip. Paul is doing loads on his Spitfire it's hard to keep up lol, the shell is at the resprayers having a body off bare metal respray and is currently all primed up and he has been busy working on the interior. The dash has been veneered and had 12 coats of lacquer put on, now looks the business.

A reminder we have our Xmas do on at the Alma Lodge Stockport on Saturday 23rd Nov, there are two tickets available if anybody wants them, as Monty and Trish can't make it, Monty is very kindly giving them away for a small donation to go back into club funds, first to contact me can have them.

We decided to set a date our drive out and visit to Bents Garden Centre in Warrington to check out all there Xmas displays, it's will be on **Sunday 1st December** at 10.30am meeting point TBA.

On Saturday 7th Dec we will be visiting the Manchester Xmas markets, it was difficult to agree date and time due to other commitments, so we are meeting at 3pm as some can't stay all night and some will be attended later, I will create a chat page so we can all know when and where to meet up and where people are up to.

At the next December meeting can you bring along ideas for where to go for our January New Year's run out, it's was mentioned that we could go for Sunday lunch somewhere. At our January meeting we will decide on our plans for runs out/events and shows for 2020, so please get your thinking caps on over the festive period and we can decide on them then. I will create a separate Facebook post for Bents Garden Centre and Manchester Xmas Markets for you to comment on.

Our **Facebook page** www.facebook.com/groups/tssc-manchesterarea or join us at one of our monthly meetings where you will be warmly welcomed. Well that's all from me for this month Cheers

Mark K



the organising but the show was not widely advertised as they only had six weeks notice.

Our first meeting at the Travellers Friend on Oct 9th was not well attended but Sue & Steve, Ian, Josie and Malc enjoyed a chat and a beer on a wet evening.

Thatcham festival was on all week from the 14th October during which time lots of free events were taking place all over Thatcham. Josie and I attended a couple and thoroughly enjoyed ourselves. One was a BBC take off by KATS at the Parish Hall, does anyone remember the Navy Lark that used to be on the radio? You have to be elderly. There was a sketch with sound effects by the Mayor and Mayoress of Thatcham Mike and Mandy Cole which was very funny. There was bell ringing and poetry, art exhibitions, stalls on the green all culminating in the Classic car show, stalls in the Memorial hall and an unveiling of the plaque to celebrate the Thatcham suffragettes of 100 years ago. The blue plaque can be viewed on the outside wall of the Parish Hall, A4 side.

Thanks to Ray and the West Berks car club for spreading the word we managed about 60 cars on Saturday 19th October and the organisers are already looking at organising a show next year. After a soggy start the weather brightened up and at 09.00am I drove the GT6 to the show and walked home. Meanwhile Phil had phoned and talked to Josie about bringing winnie WNE along. I then drove the TR7 to the show and set both cars together with their information boards. (Photo 1). Phil drove in with the Yellow Spitfire (Photo 2) and managed to park in the row in front of me. Walking back for the final time I picked up Josie and we enjoyed the show. Mary and Dave wandered down for a chat and a browse through the cars, their own cars already tucked away for the winter.

Our final club meet took place at the Downgate, Hungerford on Wednesday 23rd

October 2019. This meeting was huge and the Landlady was doing brisk trade in meals with Fish & Chips proving popular. Most people drove in there modern cars although Suzie and Guys 1989 Honda civic was probably the oldest car present. Attendees were Malcolm & Josie, Roy, Nigel & Helen, Guy & Suzie, Sue & Steve, Helen & Tim, Robert, Tina & Toney, Peter & Karen, Dave & Mary, Ian and last but not least Andy. I make that 20, must be a record, we certainly filled the bar and the Landlady manhandled tables and chairs to accommodate us. A lot of people paid deposits for the Christmas meal at the Downgate, all paid up I understand so get your menu choices in to Ian. Mary did a very good raffle with many prizes, Toney happy to take the mince pies while Steve took the large shiny adjustable spanner to adjust his nuts. Josie won a lovely shaped patterned tin of loose leaf tea while Malcolm was pleased with his digital self counting money box. The November Courier has dropped through the letter box so I will look forward to a good read.

Dave is asking are there any others who wish to do the AO's job? If not Dave is happy to continue.

Next meetings

Wed 11th December at 07.30pm Christmas meal at The Downgate.

Must be pre booked with Ian.

Sat 28th December, Cottage Inn lunchtime meet from 12.00 noon.

Wed 8th January at 07.30 pm The Travellers Friend, Brompton.

Wed 22nd January at 07.30 pm. The Downgate, Hungerford.

Dates for your Diary 2020.

Sun 28th June 2020, Thatcham summer classic car show, Henwick Worthy Field.

Keep Rollin,

Malc

NEWBURY

e-mail: malcolm.hannington@btinternet.com

Tel.TBC

Hi Folks, It is raining outside and England have just lost the world cup rugby final against the Springboks. Oh well on we go into December, writing cards, wrapping presents and eating Christmas dinners. It has been a good year for Newbury cars, lots of shows, pub meets and mystery runs giving us all some lovely days out. We had our last show at Thatcham Memorial playing field, this was in place of the usual Dunstan Green show at the end of Thatcham festival. The boot sale people took on





NORFOLK . . . NORTH EAST NORTHANTS . . . NORTHERN IRELAND

TSSC AREA NEWS

NEW AOs - NEW AOs - NEW

NORFOLK

Tel. 07828 103064

01502 476699

Paul: 07584 000442

e-mail: mike.carroll01@btinternet.com
paultsscnorfolk@gmail.com
www.norfolk-tssc.co.uk

Hi folks, the October meet was attended by six members but only two Triumphs, one of which was a very nice Stag. The inclement weather was probably the cause of the lack of classics.

In September Norfolk members should have received the first of what will be an occasional TSSC Norfolk news email. If not please check your junk folder. If you haven't received it and want to be on the mailing list please send your email address to paultsscnorfolk@gmail.com and I'll add you to the list.

Don't forget our pre-Christmas meal on Monday 9th December at the Windmill Inn, Necton 7.30 for 8pm, which is also the new venue for our alternate monthly meets. If you want to attend the meal please contact me by email (paultsscnorfolk@gmail.com) or mobile on 07584000442 BY Friday 6th December please.

Our next drive out is a brunch run planned for Sunday 5th January. There will be two starting points, Swaffham market place and the Easton layby. Both starting at 9am and ending at 11am with a brunch. The run will be an easy to follow tulip route ending at a suitable restaurant just off the A11 for full breakfast with vegetarian option or just simply tea and cake. There will be gardens to walk around and plenty of opportunity for some retail therapy. Again the brunch needs to be pre-booked by Friday 20th December. Please contact me by email (paultsscnorfolk@gmail.com) or mobile on 07584 000442.

Mike, Paul & Christina

Dates for your diary

Monday 9th December - Christmas meal at the Windmill Inn, Necton. 7.30 for 8pm. Pre-booking required by 6th December.

Sunday 5th January - Brunch run, 9am start at either the Easton layby or Swaffham market place. Pre-book brunch by 20th December please

Monday 13th January - monthly meet at the Oak Tree, Norwich. 8.00pm.

Monday 10th February - monthly meet at the Windmill Inn, Necton. 8.00pm.

Regards,

Paul

NORTH EAST Geoff: 07773 440201
Deryck: 07939 068976
e-mail: geoff.dent14@gmail.com
e-mail: deryck.beadling@yahoo.co.uk
<http://tssc-northeast.blogspot.com/>

Apologies for lack of news last month, this was down to a total lack of anything new to say and missing the deadline. Novembers meeting was a bit earlier in the month so that gives me a bit more time to do this news report.

As usual Novembers meeting was our AGM, and with no objections I will continue on as North East A/O for another year, and Kevan will stay on in charge of the cheque book. It was proposed to try and fit in some new venues next year and miss out some of the shows we have regularly attend-

ed in the past.

We also discussed the trip to the LAON Classic in France in May, the plan is to travel via Dover on the way out, and with the possibility of a return route via Ypres, Belgium to Hull, so if anyone wants any more info on this please contact me as we will have to book hotels and ferry early in the new year. I will put together a costing for different options.

Also mention the possibility of arranging a Night /Weekend away somewhere, perhaps Scotland or the lake district with an overnight hotel stay

On the car front not a lot going on, I got the GT6 through its MOT with a couple of advisories, even though I checked the car over before taking it, it just goes to show that having a MOT done on a regular basis, shows up things that you may have missed out. It has been pointed out to me that on the Club Valuation declaration, its states that your vehicle must be capable of satisfying MOT test requirement, one to look out for if you don't have a MOT will your car be covered by its valuation should you need to make a claim,

I spent a few hour up at Kevan's sorting out a bunch of electrical faults, most of the issues were traced back to bad contacts in the fuse box, but at least we had a good chat and plenty of Tea and Bacon sarnies.

Brian has had issues with the Stags fuel pump pulsing, this was traced back to the inertia switch contacts, nice easy fix when you eventually find it.

DECEMBERS MEETING

We wont be having our usual meeting on the 1st DEC, instead we are having a meal at the Traveller's Rest the following Sunday if you would like to book in let me know as I will have to amend our booking

Start dropping hints on what you would like for Christmas If I don't see you have a good Christmas and I will catch up with you all in the new Year

Geoff

NORTHANTS

Tel. 07879 491778

www.tssc-northants.org

e-mail: nigeljohnhawes@gmail.com

First and most important I would like to congratulate Mr and Mrs Field on their marriage from all of us at Northants and wish them a long and happy life together.

With the camping season now over we have a few indoor shows to look forward to through the winter.

Some of us will be using the winter season to catch up on our restoration projects or do a little tidying up of our Triumphs and there is no better time to come along to an area meeting to pick up tips or just chat with fellow enthusiasts.

Nigel

NORTHERN IRELAND

Tel. 07707 288233

e-mail: heatheranddouglas@gmail.com

Well what a rush I had getting the October run finalised as I arrived back late on the Mon from South Africa and the run was on the Sat. 19th. I also had to cancel an annual reunion dinner that had been on the Wed/Thurs at Castle Donington in England with

old work mates. Prior planning and all that I hear you say.

As has become the



NORTHERN IRELAND

norm with me, the run commenced from the Park and Ride at Dunsilly, Antrim and once again we had a good turnout with Robert (T) coming all the way on his own, to meet up later with Daphne in Portrush. A quick briefing and we were off crossing from the A26 and, using the many side roads, made our way towards the Steeple Road. Then, dropping down towards Connor, before making our way to the Tully and Moorfields roads, that brought us to the Ballymena bypass. It's hard to believe that it was opened fifty years ago this year. Using the bypass, we made our way to Tullygrawley, passing, as we know now, Edgar (P) broken down at the side of the road in a wedding car – sorry about that Edgar. Using these narrow roads, we made our way through the Teeshan, Dunminning and Glenvale areas before making a left towards the Rasharkin area. Not wishing to go through Rasharkin this time we took a right along the Mullan Road and then using a series of minor roads we all arrived at McLaughlin's Corner to then travel the short distance to Kilrea. Bypassing the village of Kilrea took us along the Agieve road (A54) towards Coleraine before taking a left on to another Mullan road, believe it or not, to the Moneydig district past the Wild Geese Skydiving arena before arriving at the main car park in Garvagh. We had booked the Pantry Kitchen there in the Main street and we weren't disappointed. They had set a table aside for us and we were treated to a lovely scone selection and miniature tray bakes, although a few others, had something more substantial to eat. Food over and then we all had a visit to the "Country Needs" furniture showroom – an interesting place to spend some time, and money.

Leaving Garvagh we headed south before joining the Churchtown Road and, keeping Gortnamoyagh forest on our left, we made our way to Boleran before joining the main Limavady to Garvagh road that brought us to Ringsend. A quick run through the backroads brought us towards the A37, Dunhill road and, crossing it to the Isle road soon found us going over the Windyhill road as we made our way to Ballywildrick and then Articlave. Not wishing to use the main road we followed the Articlave and Bann rivers to get to Coleraine, that was reasonably well negotiated, as we made our way again along the coast. This time, via Portstewart, and onwards to the main carpark in Portrush with Robert (T) leaving us along the way at Dhu Varren. Another coffee stop for us all at Panky Doo's - I didn't name it - that was enjoyed by all. Coffee over, and no shopping this time, so we were on our way along the coast to Dunluce Castle, on to the Ballyclogh road and followed it, and the Bush river, for a good few miles until we came to Benvardin gardens to turn left and eventually meet the Castletat road. This then brought us through Dervock, Kilraughts and Killagan bridge to Cloughmills and onwards to Clough. Here I nearly missed a turning, to guide us eventually to, and across, the Cushendall road as we made our way to the outskirts of Broughshane via the Knockan road and then the A42 to the Woodside road. It was only a quick run from here to The Carrie Restaurant in Kells, via the Tully and Kilgad roads, just arriving in time for our booking. Another great meal here for everyone and, at a very reasonable cost, to the pocket – Simon paid for us. A good run by all accounts according to the feedback. Due to a double booking for the initial



TSSC AREA NEWS



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the "New for November" run two weeks later I was "encouraged" to take charge as long as it was reasonably short and in daylight. With these club conditions in mind we met once again ---- at Dunsilly.

Not a bad turn out, considering the time of year and weather forecast, with Robert (T) and Daphne, Alan and Pam (F), Peter and Nathan (M) in their MG Midget, Heather and myself, and Simon (H) with our youngest and newest member, Ruby (H). We were later to be joined by Alan and Maureen (H) at our first tea stop. This time though we headed towards Antrim to take the Milltown, Ballylurgan and Connaught roads passing Sluggan Moss keeping the river Maine within our view. Then to the Magheralane road and eventually to the A26 due to a road closure at the Tullynamullan road, before joining planned route again to Slaght crossing Kells Water this time. As time was of the essence, we took the direct route to Glebe road that was along Whitesides road. Our stop was at the local Hillstown Farm Shop and we weren't disappointed. A very good selection of tray bakes, along with some tea/coffee were quickly consumed although a few others, as has become the norm, had a little more. I might add that they brew their own beer here too. Joined now by Alan and Maureen (H) we set off towards Ahoghill but took a right further along the road so that we doubled back again to Slaght. A short skip around Ballymena brought us to the Larne line and then on to the Doagh road before we headed



across country to meet up with the Whappstown road to reach the Collin area. The plan today was to circle Slemish as the weather was good as on a previous run it was shrouded in a very low mist. Crossing the Collin we used the side of the hill to reach the Ballynashee area, turning left to cross the Larne line again to Shillanavogy to have another view of Slemish as we proceeded over another hillside before arriving at Carnalbanagh and then on to the Aughafatten area before making our way to the Info Centre at Slemish. Time was getting short now so after a brief stop, we headed towards Broughshane and from there we took the backroads through Ballygarvey to Galmog and Gracehill for our tea stop at the Millside restaurant. Once again, another good meal enjoyed by all, some even had a little left over for use the following day.

No runs in Dec but we do have our monthly meeting on **Wed 4th at the usual time of 8pm at Nortel Social Club** so come along and make your views known. It is also our AGM and planning meeting. So, if you have any thoughts on the year ahead come along and make your views known. Well that's about it for this month as we near the Christmas season. On behalf of Heather and myself have a very happy Christmas and a prosperous New Year.

Douglas.

NOTE to ALL:

If I don't reply to your email or you get an undelivered message then I Haven't received it!! Bernard, Ed.
Please Ring and check 01858 434424



NOTTS . . . PETERBOROUGH

TSSC AREA NEWS

NOTTS

Tel. 017976 163006

e-mail: nigel.hill@hotmail.co.uk

In the Nottingham Area as we are drawing closer to the end of the year. All we can say "where did it go?". We have welcomed to our monthly gathering few new members to the area of Nottingham and Nottinghamshire. Looking forward to planning more ventures out in the summer. If there is any ideas you would like to do, or suggestions you would love to put forward please don't be shy we are always looking to new ventures, trips and open to anything* within reason!

We are hoping to do more joint meet ups with our Derwent guys and also with our new Lincoln Area. Looking forward to next years calendar which is filling up nicely already. Le Mans being one. Stratford upon Avon, Isle of Wight and Peak Run. To name but a few.

Keep this date free on **Sunday 5th January 2020 the annual Notts and Derwent New year run** is happening. See Derwent valley Facebook page or the Courier advert for details. Full of fun, laughter and food in drink. Come and join us on a blow away ya cobwebs after Christmas. This is a real joy event to get ready to return to work on the Monday. Finish off those festive feelings.

Our Next catch up for chin wag is **Wednesday 18th December** from 7pm. Wear your Christmas jumpers be festive and we will have fun. But if we don't see you before, Myself and Di would like to wish you a very Merry Christmas and a Happy New year.

Cheers

Nigel

PETERBOROUGH

Tel. 01778 560507 / 01780470358

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

At the time of writing this there are still flooded areas around us and you can understand why the Amphicar was designed and built from 1961 to 65. After the excellent early very hot summer the weather has slowly deteriorated from when harvest started and gets worse. I know of farmers who still have to drill a grain of seed corn and of farmers with potato' fields completely under water – let alone those you see on your TV screen. No doubt amongst the dreadful scenes of flooded houses and businesses there must be scores of classic cars in garages that have got flood water in them. Seeing the partly submerged cars on all kinds of roads I just can't help thinking that your next car insurance is going to be a tad higher!!

However moving on quickly and positively, it was very good to see 20 Members turn up for the Area's AGM on the 11th of November. Paul and Doug gave a rundown of the years events we had attended and of the meetings we had held and were very pleased to see that the Membership who join us at our monthly meetings has steadily increased - and we have new Members from attending our meetings on a casual basis. Welcome to all our new Members and a thank you to all 'established' and 'new' Members alike for your continued support. Members reported on Shows where they have attended such as the Stamford Classic Car Show on a very hot Bank Holiday Sunday and trips out such as to the Bubble Car Museum at Langrick with it's extreme size Ploughmans Lunch.

Neville Wright continues to keep his beady COM eye on us – and keep us all on the straight and narrow. Well done Neville.

Thanks went to Gary Howson for his monitoring of our Area's website. Unfortunately Gary had to send his apologies but asks Members to enter their details on it when possible to show the Area is active and he will continue to monitor it. It was put to the vote and Gary was proposed and seconded to continue with this job. Thanks Gary.

Dave Beardsley was thanked for sending out the regular Mailchimp reminders. Dave had questioned if it was of any use and I believe it was fairly unanimous that it was a refresher for the monthly meetings and other info people hadn't picked up on before. Dave asked if there was anyone else who may help him gather and prepare the message and Charlie Noble offered to help. Dave agreed to continue with the regular Mailchimp messaging with Charlie's assistance. Thank you , both of you.

Is everyone happy with our current forms of communicating our Area news with your goodselves? We have the Courier, our regular monthly meetings on the 2nd Monday of the month and the MailChimp message reminder and info e-mail. If you would like to see the MailChimp monthly message please let us have your current e-mail address and we will keep you informed of forthcoming activities and Area matters.

Our Treasurer Steve Abbott was unable to make the AGM due to other commitments and sent his apologies and Doug and Steve thanked Steve in his absence. Steve had recorded an increase of £69.99 in the banked funds over the year and an increase of £35 of cash in hand. It was put to the vote that Steve should continue in his role as Area Treasurer – at least for another year – and this was voted on, seconded and unanimously carried.

The AGM. This was the 18th time that Paul and myself had stood in front of you and we really think it is time for someone new to stand up and be counted. We put our case to the floor that we need the new blood as a contingency plan for the future. A very welcome suggestion was made from the floor from someone who said he was interested in getting more involved but didn't want to be dropped in at the deep end - and to which degree both Paul and myself agreed it would be good and sensible for the Area to have someone 'shadow' the current Joint Area Organisers for the next year before making the big decision. We welcome Charlie Noble as the 'shadow' Joint Area Organiser. Many thanks Charlie.

I have put a list of events together for next year – some TSSC, some local and some not so local – and am still waiting for confirmation from some shows. A few copies will be available at our next meeting – but if you would like a copy please e-mail me and I will forward you a copy.

There will be no December meeting at the Five Horseshoes unless you meet someone else on the wrong night as we will be holding our Christmas Meal on that night at the Bluebell, Helpston. Steph has done the arranging and all deposits should now have been paid with the remainder due on the night. The raffle will still take place but this entails bringing a wrapped present too – maximum spend £5 – it was agreed that all the raffle proceeds from the Christmas Meal meeting this year will be donated to the Macmillan cancer support sometime in the New Year. David Gillies has suggested he will organise a run out in 2020 – probably we can get a photo shoot of the Area donating monies to very good causes. Watch this space for developments – plus the MailChimp refreshers.

Our next real Club night is on **Monday the 13th of January 2020 at the Five Horseshoes at Barholm, Stamford, PE9 4RA** around 8.00pm and we look forward to welcoming TSSC Members – old, new and prospective alike – and those who have made a New Year's resolution to do more with their Triumph. No matter what the weather the car is always the star. Come and join in with the raffle to fund Matt's superb buf-

SOMERSET . . . SOUTHERN . . . NORTH STAFFS

fet and a natter and of course that regular friendly exchange of experiences – and now and again some pretty good advice in the bargain too! Thanks also to those who bring prizes for the raffle.

Triumph cylinders 4,6 or 8 – All do we appreciate!

Doug

SOMERSET

Tel. 07850 273823

e-mail: harry.vc.every@gmail.com

We had a really good weekend at the Restoration Show at the Bath and West show ground at the beginning of November. Much time was spent talking to many interested visitors to our display. It was also lovely to talk to so many members who had taken the time to come and see us, both from Somerset Area, but also including visitors from South Wales, Gloucester and Devon. Club members kindly provided six cars for display. Pete brought along his outstanding Herald, a car he bought 52 years ago. Denise and Alan were given an enormous Highly Commended rosette for their lovely Vitesse. We also had Austin's Vitesse, Scott's Spitfire Mk IV and Eric's 1500 Spitfire.

My Mk3 Spitfire marked another major milestone in its restoration when I drove it from the trailer into the hall, the first time the car had been driven in 35 years. Harry valiantly decided to forego fitting a kitchen in his new home to be at the show, fortunately for him his in-laws stepped in to finish that job.

Members have now started booking their ferry crossings for next July for the Le Mans Classic. Planning is well under way for the trip, including an optional couple of days in Brittany to visit, amongst other things, the Manoir de l'Automobile and a meet up with 'The Interesting Car Club'. As a result of a request from a member we are looking to compile a list of local members who are willing to act as a local technical advisors. Pete has kindly offered to be the first of our 'panel' and we will let members know how to contact him via shortly. Our Christmas meal is now only a week or so away and we are looking forward to an excellent evening with jazz accompaniment.

Our annual AGM will take place on 9th January, time and location will be confirmed next month.

Wishing all members a very Happy Christmas and looking forward to 2020 full of fun with our Triumphs.

Maggie and Harry

SOUTHERN

Tel. 01252 722432

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

Hi folks, it's that time of year again with not much happening. Our Sunday lunch was a bit of a mixed bag. Our tables were booked at the Bat and ball but unfortunately, although a week in advance they could not seat us all on one table, it had to be on three tables separately. The roast dinners looked great, with huge Yorkshire puddings and a lot of meat but the steak puddings had a concrete hardened crust you needed a pick axe to get through. The weather was kind enough to get the Vitesse out and the company was good. Dave Moore and myself took a jolly to the restoration show at Shepton Mallet, the weather was horrendous. There was all the usual spares and auto jumble and some lovely car exhibits but we only came away with a couple of items. Fair play to the fifty plus classic car owners who took their cars there in the awful weather, they were parked outside. The love ,hate relationship between me and my TR7 has



TSSC AREA NEWS

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ended. It has now been sold. The guy who bought it took it back to Bristol. He phoned me en route to say that the car had ran lovely but the passenger wing mirror had fallen off. DOH!!!!

Now I can concentrate on the Vitesse saloon.

Also it's that time of year to say thank yous. To Mike G for stepping up to the plate again as our AO. To Barb and the ladies for organizing the raffle. To Paul for running the Keep and Share diary. To Neil, for organizing the trips and the Xmas meal and to those of you who have sent me pictures so I can compose the calendar. And last but not blah blah blah least to Vanessa for deciphering Mike's expositions.

Most of all to all of you who have supported the group throughout the year.

Talking of calendars, I am hoping to bring them to the Xmas meal at the Half Moon, but for those who will not be there I will be bringing them to the first meeting of the year at the Seven Stars so you can purchase your highly sort after limited edition, bespoke 2020 calendar.

Up and coming events

December

**26th Classic vehicles in Wickham square
and at Romsey
January 2020**

**1st Classic car meet The Eldest Inn GU29 0JT .
Starts around 11am**

**7th Regular meet , Seven stars GU32 3PG
19th Sunday lunch meet The Angel Hotel on the
A32 GU34 3NN**

February

**4th Regular meet , Seven stars GU32 3PG
16th Sunday lunch meet The Fox Bramdean
SO24 0LP**

March

**3rd Regular meet , Seven stars GU32 3PG
15th Sunday lunch meet The Hen and Chicken Upper
Froyle, Alton. GU34 4JH**

Well that's it done for another year blah blah blah, just to wish you all a very Happy Christmas and a Triumphant New Year.mTake care

Mark

NORTH STAFFS

Tel. 07939 603061

e-mail: triumphsportssixstaffs@gmail.com
Web. www.tssc-staffordshire.co.uk

Merry Christmas to all.

Here we are almost at another year gone with the new year just around the corner.

At the last meeting it was decided that due to too many other Christmas meals to attend we would have a new year meal with a possible run out towards the end of January when not much is happening.

I was going to attend a meeting that another car club runs at the same Pub we use and meant to check on the starting time, unfortunately when I did get around to trying to find it I was too late so I hope to go to the next meeting with the idea that we might join them for our regular meeting as our numbers are quite small of late.



NORTH STAFFS SUFFOLK . . . EAST SUSSEX . . . WEST SUSSEX

TSSC AREA NEWS

North Staffs Continues

I believe they started as a MG club but now encompass a range of classics and have a good number of members, we will see?

I had an update from Dave Aspinall on his Vitesse project, well more about his diversion to fixing the clutch problem on their Herald which ended up rebuilding gearboxes changing engines and replacing exhaust systems as you do. He has the wiring loom to fit to the Vitesse, the roof lining roof and doors that he is currently working on along with the screens, then make everything fit easy when you say it quickly.

If any of you out there who are currently rebuilding your Triumph and would like to share any details of your projects please get in touch.

If you have any shows or events that you think would make a good day out for next year please let me have some details along with any dates.

I will be compiling a list of shows and events over the coming months so please pass any that you know of so I can include them.

It's time to wish you all a very Merry Christmas and a Happy New Year lets make 2020 a Triumphant new year.

Cheers

Dave

SUFFOLK Tel. 01206 250360
e-mail: Suffolk@tssc.org.uk

November the 5th had 12 of us at the Sorrel Horse and 3 triumphs in the car park. Colin's 2000 saloon, with support from Mike and Jacob presenting possibly 50% of the surviving E-Reg Herald 12/50 Estates, with their 2 cars.

Brian failed to bring Lightning. The metal particles he brought last meeting were not the last to be found within his gearbox and it was pulled from the car and out for rebuild. It was so bad, he had to find another unit to be rebuilt, but his overdrive had thankfully survived. Current news was it was all due to go back in, but while the trim was out and dashboard access was a bit easier, he was going to fix a dodgy voltage regulator. Also, he's been painting a bit more, with rear wings, boot lid and some larger stripes all being applied.

There was a new face at the meeting, Peter (that make 3 Peter's on the books!). He lives even closer to the pub than myself and has a 1979 Spitfire 1500 that is approaching the end of a rebuild after 30 years off the road. It looks really smart in the photos and doesn't seem there's much left to do. He found out about us after a chance meeting with Steve and has since lent him his homemade rotisserie so he can finish off some bodywork. Spinning the Spitfire round has given Steve a bit better visibility of what's left to do, with a couple of extra holes noticed in the sill and floor-pan.

There was a bit of discussion about the Low Emission Zones that are now becoming increasingly common in Europe. Just before my recent 10CR trip, I downloaded the Green Zones app (<https://www.green-zones.eu>) which gives details of all the areas and the processes for getting passes through these. The fines can be quite expensive, so if planning a trip abroad check whether there is a zone in your area and whether you need a pass for your car. We went to Antwerp and cars older than 40 years can get a weekly pass for 20 Euros. Cars younger than 40 years and not Euro emission

compliant, can only get 8 daily passes a year at a cost of 59 euros per day. Each towns with a zone seems to have their own rules, so it's worth checking.

A few of us are off to the NEC Classic Car show. I haven't been for a few years, so am quite looking forward it. I'm going with my cousin who has recently purchased 2 MGBs, so I may have to venture over to the dark side when looking at the parts stalls. I'll try not to get too drawn in.

Anyway, see you all at our next meeting on **Tuesday 3rd December**.

Russell

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

Hi All. Another enjoyable evening in good company, very little news though because of the time of the year.

I am in the process of fitting an overdrive gearbox to my 1500 Spitfire part of my winter project, along with the diff, which has started making a noise, and a few bits of tidying up, so if any of you out there are in need of a non overdrive gearbox and propshaft, both in good working order, for a good price. please contact me.

Richard has very kindly offered to arrange a drive out on New Years Day, it will be starting from the Lavender Line, Isfield at 10.30 a.m. for tea or coffee or breakfast, commencing the drive it at 11.30 a.m to arrive approx. 12.30 p.m at the Bluebell Railway for lunch at 1p.m. If anyone would like to join us, please could you contact me at either the number above or e mail as we need numbers for to book lunch.

Well that's it for this month except for Chris and myself to wish everyone a very Happy Christmas and New Year.

Our next meeting has been altered due to the pub being closed on New Years day. **so our next meeting is Wed 8th January**. So hope to see you all there.

Cheers

Ian

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

It was good to see another decent turnout at our October meeting, despite autumn arriving creeping in stealthily and taking us into the "off season" when it's dark by the time most people arrive each month. Despite the darkness, one Triumph ventured out to grace the car park of the George & Dragon this month - so congratulations to Sue and her Herald.

It was good to welcome another new face, and a new car, to the West Sussex Area group. Paul is the proud owner of a Herald which seems to be almost an identical twin to Barry's, being the same year, model and colour - we look forward to meeting his car in the spring. Its rebuild was featured in the August 2008 Triumph World magazine and - judging by this recent picture - it remains in great condition. In what should be a significant development, three of us volunteered to form a "Social" Team for the area. Although two of them might challenge the word "volunteered", they are definitely both sociable. Over the winter months, we'll identify a few local shows that we can attend as an area and we are also keen to set up a second monthly get together in the summer



months, probably with brief driving routes to other local pubs, as getting our cars out and using them really is what it's all about. Area Officer Nigel and I got our



Triumphs out and visited a pub owned by classic vehicle enthusiasts and which is a strong candidate to feature in one of our summer drive outs. Just ignore the fact that one of our Triumphs only has two wheels!

With most of our cars spending more of their time tucked up safely over the next few months, it's great to be able to report that activity on the "winter works" front is already getting under way:

Henrik, who has been looking for a Triumph for a while has recently bought an interesting one (that I'd probably term a "Vitfire") and has helpfully written up his experience of buying, and beginning work on his car. Here are his (edited) words: "I finally found the ideal car, a Spitfire with the famous straight 6 2.0 litre engine advertised on the Car and Classic website. I enlisted the West Sussex Area Officer, Nigel, and we made our way to Northampton to inspect and possibly buy the car. The Spitfire was exactly as advertised, very sound all around with zero rust, but in need of some interior TLC. Nigel quickly established this was a GVitfire, with a Vitesse engine, GT6 front suspension and doors and Spitfire bonnet, with a hand-made bulge.

The rest was Spitfire IV but with a fibreglass boot lid."

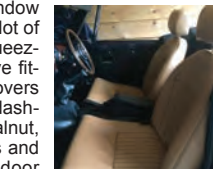
"The smile on my face may not have done me any favours as despite my best Mike Brewer "Hold out your hand" bargaining efforts I got exactly 0.00 off the price, but I was very happy, paid, got the keys and to the astonishment of the sellers, announced that I was going to drive back to W Sussex c. 130 Miles away . "Please do call us when you arrive back home". All went fine."

"Phase I repairs/updates: Initially changed the shoelaces, that held the air-intake tubes up, to a steel bracket and inserted a fuel vapour filter between head and the carburetors together with a new wooden steering wheel. Next was to fix the wind-screen washer, which was very perplexing as everything worked, but no fluid on the front screen. Eventually solved by the wife who exclaimed that she could fix it as it was very logical !! Hmm. I then spent another 10 mins staring at the system before I capitulated. "The plastic tube that is inserted in the washer fluid bottle is obviously too short".

"Then a kink in the drivers window mechanism was fixed and after a lot of huffing and puffing, pulling and squeezing and stapling and gluing, I have fitted new tan coloured vinyl seat covers. Future plans are to upgrade the dashboard from painted plywood to walnut, change some of the suspect dials and switches, exchange the black door cards for matching tan ones and replace the vinyl hood with a dark blue mohair one."

Also on the Spitfire front, Alan will be upstaging us all, by rebuilding his live at the NEC Restoration Show from 27-29 March 2020, as he reinstates it to original specification, so we're really looking forward to seeing the completed work.

Also on a fairly large scale, Paula is treating her Spitfire to a bare metal respray over the winter, as well as some interior fettling.



Paula's before picture shows it's in very fine condition before this work, but there will undoubtedly be more to come as she aims to get her car looking really great for its 50th birthday, in September 2021. (late pic 5!)

Working to a more modest scale, and trying not to be shown up too badly, I have my filler and fibreglass kits ready to finally tackle the worst bits of the bodywork on my own similarly coloured Spitfire. However, the range of advice TSSC Facebook users offered on my cracked exhaust manifold (from leave it alone, through weld it, to replace it, to upgrade) has left me less clear than before, so I'll not be doing much with that yet.

With Henrik, Alan and Paula all doing work on their Spitfires and a few other Spitfires in the West Sussex area getting some winter attention, by spring we should have enough material for a report in the Spitfire IV/1500 section of the Courier, as well as in our own pages!

Away from Spitfires, Nigel has acquired a set of leather MX5 seats to fit to his Vitesse convertible and Jess has sent her speckled Herald convertible to a bodyshop to have new rear wings fitted and some respray work - this before pic gives some idea why the time has come. On its return, she will also be treating it to a new mohair hood so - by Spring - a metamorphosis should be complete.

Although I'm writing this at the beginning of November, you won't be reading it until December, so I'll take this opportunity to wish you all a very Merry Christmas from the West Sussex area - if you've been wondering about coming along to one of our monthly meetings, don't wait til the spring - make it a New Year's resolution to join us in 2020.

Our next few meetings, always on the third Wednesday of the month from 7:30pm, at the George and Dragon, Dragons Green, RH13 8GE are: 15th January 19th February 18th March

John

EARLY DEADLINE

**FOR JAN AREA NEWS. COPY IN BY 6TH DECEMBER
PLEASE. DUE TO CHRISTMAS BREAK**

THAMES

Tel. 0777 362 3807

e-mail: thames@tssc.org.uk

www.tssc.org.uk/thames

Seasonal greetings to you all. Hope Santa has been kind to you all. Julie's Herald is back all repaired and shiny after the damage caused by a third party. We will be having our new year meal on Sunday the 5th January at a yet to be picked venue from the Jovial Sailor Ripley, Palmers Arms Dorney, Oatlands Chaser Walton. Let us know your vote!

SOCIAL EVENINGS

3RD OCTOBER @ THE FAIRMILE INN COBHAM. It's a wet & cold night & keep me company in the warm pub I have George & Martin. In the car park is Martins Mk2 2000 saloon and my Mk2 Vitesse. Martin's 2000 is soon to be heading to Wales for some tender loving care.

Thames Continues

15TH OCTOBER @ THE GEORGE INN, WRAYSBURY. My apologies for the seating arrangement as I didn't book a table. We ended up in the chilly boxer's barn, on the plus side in was a lot brighter in there.

Tonight, we have George B, John P, Graeme C, Richard, Chris C, Mike H & Richard E to keep Julie & Me in good spirits. Just Graeme TR6 was the only Triumph in the car park. Work on our Triumph's has been: - Richard E has sorted out his GT6 problem which was the low-tension lead. He has also started repairing his Vitesse floors. Julie's Herald was dropped off at the bodywork shop

Our next meetings are now: -

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

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

If in doubt or more info please call me on 07773623807

Mickey & Julie

NORTH WALES Tel. 01691 600215

www.wrexhamgandtriumph.co.uk

email: helenahill@btinternet.com

Hello, folks. Tuesday 1st October was our meeting night, and a lack of classic cars in the car park was a sign of the time of year. The meeting was well attended by many of our group, with past events being covered by Pete, then he and Helena covered any future shows and events, although there are not many now as the season is fast drawing to a close. Alison again sold tickets for another good raffle, then after all of the business had been discussed the draw was made for the many prizes, one of which was a bottle of wine which we took home! Another very sociable evening, with lots of chat and laughter.

On Sunday 13th October only eight of us in five cars joined a selection of other classic cars at Ruthin Market for their Annual Threshing Day show. There was a fantastic display of models in the main hall, also a tombola and stalls selling a variety of items, then tractors and machinery from the past generations plus wood carving, working threshing machines and tools and equipment for sale made a good outside display. As usual the cafe was very popular, serving good food quickly and efficiently: - they never fail to come up to standard. The weather was quite mixed with rain showers on and off throughout the day, but this didn't stop us all having an enjoyable time. Another smashing day in smashing company.

A small combined group of M.G. and Triumph owners got together on Thursday 17th at Moreton Garden Centre in Chirk to have lunch and then discuss the coming awards evening in December. A very sociable and successful day.

The OFFAL on 29th October was organised by Pete and Alison: - we had to miss this one as we were away, but M.G. Joan gave us the details. Twenty-four of our Chester & Wrexham friends met at Moreton Garden Centre for coffees and teas at the usual time of 11.00 a.m. There was time for a bit of "retail therapy" (especially as there was a plant sale) before leaving on the 20 mile run to the lunch venue. It was a beautiful sunny day, which was unusual for the recent days and good enough for the braver folk to have the roof down on their cars! The views on the cross-country route were love-

ly and there was only one stretch of lane that was muddy. Lunch was at the Hammer Arms in Hammer where the group were joined by the final two members, these being Richard and Joyce. Good food and excellent company, another most enjoyable day.

Now, the reason Richard and Joyce met everyone at the pub was because Joyce had tripped over on their lawn and shattered her elbow. It turned out that it was beyond repair so she had to have a bionic one fitted. Just goes to show that even the simplest of tumbles can lead to all sorts of trouble!

That is that for now. Don't forget that our meetings are held at **The Trevor Arms on the first Tuesday of the month at 8.00 p.m.**, come along and see us. In the meantime take care on the winter roads.

**Forthcoming events:-
December**

**3rd December:- Monthly meeting and Presentation
Night at the Trevor Arms, Marford.**

**8th December:- Midlands Breakfast Meet, British
Ironworks.**

**14th December:- Xmas Dinner, Chester Golf Club.
There is no OFFAL in December.**

**7th January:- Monthly meeting at the Trevor Arms,
Marford.**

28th January:- OFFAL.

Regards,

Helena and Roger.

SOUTH WALES Tel. 07802 204068

www.triumphwales.moonfruit.com

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

I could never appreciate the attraction of the Amphicar or the rationale behind the necessity for a classic that floats, however in recent weeks the attraction has grown and I find myself along with many other Triumph enthusiasts scanning the for sale pages of Classic Car and Boating to find a good sea worthy example! I have even found myself taking an unhealthy interest in the activities of our local marina (not the rusty BL one, it definitely would not float, thinking about it a good example was not a practicality on land either). Oh the frustrations of the Great Autumn Monsoon of 2019.

Getting back to Club activities it has as you might guess been another quiet month. In between the showers Immaculate

Spitfire John and I attended the Malvern Festival of Transport on Sunday 13th October. We had an uneventful drive up into the picturesque

Malvern's to the Three Counties Showground and there was a very good turnout of Classics of all marques and a good scattering

of military and some very old commercials which made the day interesting. After a few laps of the auto jumble and indoor exhibits I had a catch up with Graham who was there gathering info and bits for his Last of the Summer Wine Herald (see September South Wales report). There was also a very



WESSEX



as to what not to do, I'm in the middle of fitting one as you might guess. Then I spotted a rather rare



from the photos. That made going to the show almost worthwhile as I had not seen one of these unicorns up close. John and I decided that it would be best to head back across the border to Wales while the late autumn sunshine was in the sky. I followed John as he is a retired trucker and knows all the roman roads and footpaths to get us home as the crow flies. I bade farewell to John as he turned off the motorway and headed for home.

Our next outing was the Restoration Show Stoneleigh on Sunday 27th October which I was unable to attend due to a prior invitation to test this year's vintage single malt Irish whiskey production in many venues throughout Ireland. The lads from the club however had a good day out so good in fact that they forgot how good it was and failed to provide any notes to write up. Moving on to this month's meeting at the Lighthouse which Bern chaired in my absence, it was good to see a few new faces, although I didn't see them as I was not there. So a welcome to our new member David Jones. As you read this we will be one or two rain showers closer to Christmas. So wishing a Merry Christmas and Happy New Year to all our friends and TSSC members from the South Wales Area.

nice Stag recently back on the road which the owner shared his story of the woes of hood fitting and gave me a few pointers as to what not to do, I'm in the middle of fitting one as you might guess. Then I spotted a rather rare Triumph Clover GTR A which is a hard top conversion on a standard TR4A unfortunately the owner had gone to ground so I was not able to get any more info apart

TSSC AREA NEWS



WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

Email Trevor: trevorcarlyle@btinternet.com
or Martin Berry: berry223@btinternet.com

Trevor's End of season New Forest Retro Run started from Avon Heath and finished at the Fish Inn for lunch. You would of thought with the clocks going back and an extra hour in bed, that everyone would of been on time. . . WRONG!! Start time was meant to be 10 am, we got away at 20 past!! Could not believe how good the weather was, especially after Saturday, when we thought we would be going in modern cars, to even thinking that the run might have to be abandoned and just do the Sunday lunch. As it turned out, we all came in our classics (I've included Dave's 20 year old Merc & Trevor's 17 year old Rover 75!!!) The biggest news was that someone had more layers on than me! . . . Wendy, with SEVEN layers, well actually six layers and a HOT WATER BOTTLE!!

To be fair, some of us were in open top cars, it was cold, but not that cold, I only had four layers on! Shepton Mallet Classic Restoration Show, Trevor & Gary decided to go on the Sunday, not sure who else decided to go. The London to Brighton Run was marred by the sad death of one of the participants, who inadvertently strayed onto the motorway.

Trevor announced that he will be organising the Christmas Dinner, which will be at the Fish Inn on 14th December, hopefully all who want to go have informed Trevor, along with their menu choices. Any updates will come via the Wessex group email. As our December meeting falls on Boxing Day, it has been decided to give it a miss and maybe meet up for one of the many New Year's Day events. There is the Stuminsten Newton Run, which is always popular, or Cars on Christchurch Quay, also the White Buck at Burly has a lunch time gathering, which includes a run.

Next meeting will be JANUARY, at the Tyrrells Ford, Thursday 30th JANUARY!

Martin

UP COMING EVENTS

Triumph South Wales Area Christmas Party Saturday

14th December 6.30pm at The Lighthouse Inn

Ambers Birthday Run to Llangorse and Brecon Sun

29th December

Monthly Meeting Tuesday 28th January 2020 at The

Lighthouse Inn, St Brides near Newport

AL

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PLEASE. DUE TO CHRISTMAS BREAK



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Men's sizes: S – 2XL Women's sizes: 8 – 16



Her 60th Mug Anniversary Mug

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Triumph Sports Six Club

Notts and Derwent Valley TSSC's



New Year Run 2020

Sunday 5th January.

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

A Sunday Lunch will be available at 2pm.

Entry only £5 per car with all proceeds going to our chosen charity.

Fancy dress is optional and this years theme is **'IT'S A PUPPET'**.

Dress up as your favourite puppet character. It could be Virgil from Thunderbirds, Joe 90, Captain Scarlett, Bill and Ben or you could be a Muppet.

Prizes for the best dressed and best decorated car.



For more information visit Derwent Valley's Facebook page or contact:

Colin Wright: Tel. 01773 531 580

Nigel Hill: Tel. 07976 163 006

Email colin@derwentvalley-tssc.org.uk



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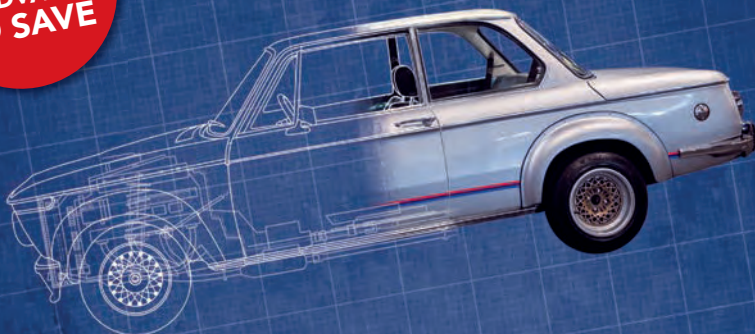
For more information on our group tour planning service call our Group Relations Manager Kieran on: 01732 879153 or see: www.sceniccartours.com/clubgroup-tours

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To book by phone call 0844 858 6758, calls cost 7ppm plus network extras.

See you at the TSSC!



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

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

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

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

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

Sunday 1st December 10.00 am to 4.30 pm

Don't miss out this year!!

Tel 01858 434424 www.tssc.org.uk