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THE COURIER NUMBER 489 MARCH 2021 TRIUMPH SPORTS SIX CLUB

# THE COURIER

**No. 489 MARCH 2021**



**a Spitfire...**  
**... on STERIODS**



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Valuations. Bernard Robinson - [courier@tssc.org.uk](mailto:courier@tssc.org.uk)



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THE March 2021

# COURIER

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**THIS ISSUE - 489**

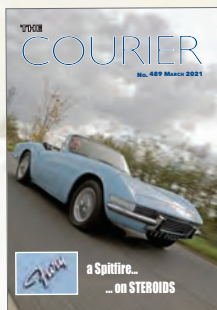
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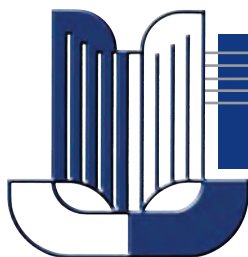
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## **COUNCIL OF MANAGEMENT**

**2021 meetings:**

**March 21st,**

**June 13th**

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](mailto: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



# Safe Working Practice...

A sad but possibly fitting end came to a catalytic converter thief last November. Workers turning up at JB Autos in Swindon found that during the night someone had broken in to steal the valuable catalytic converters from the cars in their workshop. The thief had jacked a car up



but presumably in a hurry in case he was caught, did not use axle stands and hadn't chocked the wheels, checked the handbrake or if it was in gear. Whilst he was working under the car it rolled forward, falling off the jack and crushing the thief's chest. Mechanics found the legs of his cold dead body sticking out from under the car at 8:45am the next morning.

Our cars may not have catalytic converters but most of us are familiar with jacking them up and working underneath them. Remember to use axle stands and to chock at least one of the other wheels to prevent it rolling, whether it is in gear and the handbrake is on or not. You will not be able to call out if it falls on your chest.

Most of us already know these simple safety precautions and will have taken this as a salutary lesson not to cut the corners. If you're new to working on your car, though, there are a couple of others worth paying attention to too.

A second precaution that you should take is to disconnect one side of the battery when working on the engine or transmission. The starter motor has enough torque to turn over a cold sluggish engine and it will not notice if in doing so it traps and slices your fingers off too. The battery can also squeeze quite a bit of smoke out of a wiring loom if you momentarily short something that wasn't fuse protected, something that appears to have been a luxury too far on some of our older cars.

Lastly, if you're working where you might spill petrol or other petrochemicals like paint thinners and carb or brake cleaners take care that you have an extinguisher ready if possible, that you avoid ignition sources like cigarettes, heaters and sparks and that you have an exit path from the car if you need one.

The right tools and the right advice often make all the difference too; ask on the TSSC forum if you're not sure.

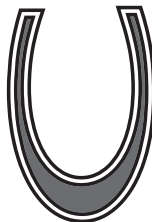
Meanwhile on the events scene there are some great things coming out from the **International Weekend** organisers. Look out for the amazing details and the booking forms as this is going to be a big one after all these months cooped up by Covid!

.... **Do more *TO* your Triumph!**



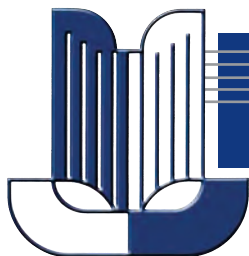
**BY TOM HARTLEY**

**TSSC COUNCIL OF MANAGEMENT**









# NEWS REVIEW

Monthly News of a Triumph Nature



## Inter-Club Triumph & MG Weekend

13th to 15th August 2021

### CLUBS COLLABORATE TO CREATE NEW TRIUMPH & MG WEEKEND

New event marks historic collaboration between Triumph clubs, TR Register and TSSC and the MG Car Club to create the

**Triumph and MG Weekend at the Three Counties Showground, Malvern 13 – 15 August 2021.**

It is with great excitement that the TR Register, Triumph Sports Six Club (TSSC) and MG Car Club announce that they have created an equal partnership to create a memorable, jointly run, inter-club weekend.

Following the news that MGLive! at Silverstone had been forced to be postponed until 2022, the hand of friendship from Triumph was extended to the "marque of friendship" in MG and the partnership has added the MG Car Club joining as the event's third organising partner

The three-day event will also celebrate a number of historic milestones and anniversaries for each marque including 60 years of the MG Midget, 60 years of the Triumph TR4 and Herald 1200, 20 years of the MG Zeds, and 40 years of the Triumph Acclaim and special display areas will be a focal point of what promises to be

an event you will not want to miss! **Chris Gunby**, Chairman of the TSSC says: "We are excited by the added interest this will bring to the show. We can't wait to meet our new friends from the MG Car Club and celebrate our love of classic British cars in the wake of what has been a challenging twelve months for everyone." Weekend entry packages, day tickets and other passes all go on sale from 1st March 2021.

**See the Advert & Booking form on Page 13.**

## Ronald Solomons

Following the sad death of long term member **Ronald Solomons** his family would like to give a big thank you to TSSC member **Pete Dunkley** for all the help and time he gave in getting Rons cars running and safe to be used for his funeral. Great work Pete

**Chris Gunby**  
TSSC Chairman



## OFFER for March 2021

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## Two Speed Wiper

Hello folks. March is with us, and hopefully we should now be getting to grips with the virus. With the warm spring weather just around the corner this should help.

Moving on to a subject that has been raised over the last couple of years of the two speed wipers, I thought it would be good to carry out a bit more investigation and provide more information for those not used to electrickery who may wish to carry out this modification. The first place was to look at some of the original

Lucas documentation covering the earlier two speed wiper motors fitted to the GT6 Mk1 and TR4a. I say early because these are the same construction as the single speed type fitted to the Herald and Vitesse, which were standard equipment, [Picture 1](#).

The later two-speed type used in the 1970's is not a direct fit replacement for the motor used in both the Herald and Vitesse. The first thing you find if you are looking for the two-speed version that is a direct fit in your Vitesse is that they are not cheap, also the wiper sweep will be different. So, as we have seen, many people have provided us with useful articles covering how to modify your existing single speed to a two-speed motor.

My investigations look into how close this is to the original Lucas two speed type in operation. Looking at the Lucas technical information and indicate the modifications as very close to the original design, the difference being the use of a separate resistor



and not resistance wire wound onto the field coil former, [Picture 2](#).

The use of resistance wire at the time was a cost-effective and practical way of adding the extra component without the need for more involved modifications. However, as this option is now more costly these days and maybe more difficult to get right we have to look at fitting a resistor within the motor case. Before I move on to this let's look at how adding a resistor changes the speed and are there any other effects.

Quoting the Lucas information "By inserting a resistor in the field winding circuit this reduces the current



and motor field strength. This in turn increases the speed of the armature speed. However, though the speed increases, the torque is reduced. This in turn is compensated by a reduction in the wiper blade loading due to the heavy flooding of the windscreen surface such as occurs in exceptional heavy rain, tropical downpour, etc." In other words, the fast speed doesn't work well in light rain condition. My own experience bears this out, so don't expect modern wiper performance. If the rain isn't very heavy then you are better to leave the wipers on the normal speed. Having given you the background you may now consider it isn't worthwhile modifying to two speed wipers, if you do I fully understand why. However, my engineering background does compel me to complete the article!

The next two areas involved in this modification are-

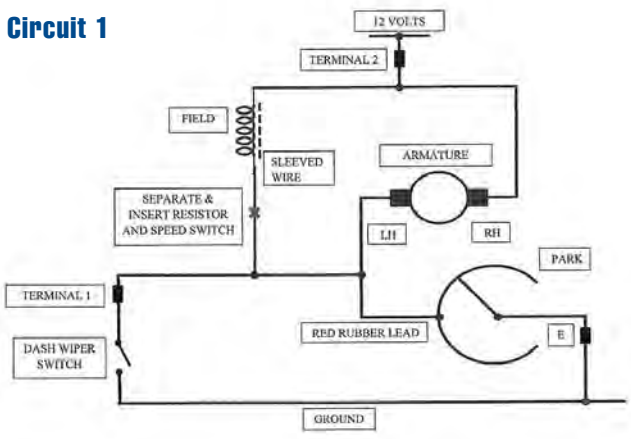
1. What value and wattage of resistor is required.
2. How do I install the resistor inside the main body of the wiper motor.

From my experiments as you increase the value of the resistor from  $1\ \Omega$  the speed of the armature will increase to a point where the torque is insufficient to keep it revolving, at which point it stops running.

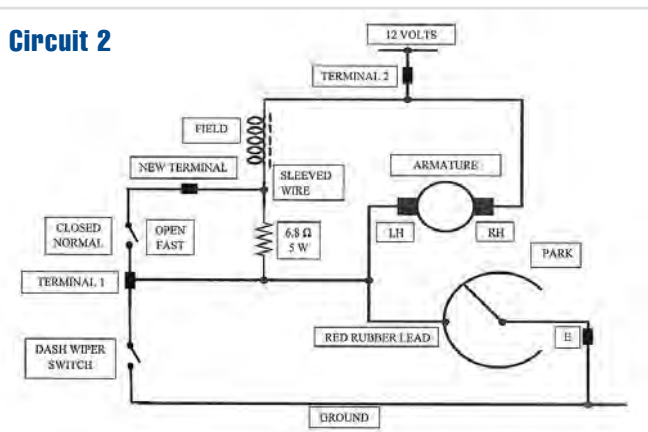
$12\ \Omega$  appears to be the cut-off point and from this the optimum value is  $6.8\ \Omega$ . Much greater than this and the torque drops off. Much below this there is

only a small and unworthwhile increase in speed. The wattage was found by measuring the current through the resistor and calculat-

**Circuit 1**



**Circuit 2**



ing this from using the standard formula  $I^2 \times R = W$ . This gave 3.3 watts; therefore, a 5 watt is well within its ratings.

These resistors come in different shape and sizes. However, as long as the value, the rating and size is correct to fit inside the wiper motor then there is no preferred type, [Picture 3](#). They are readily available on ebay and can be purchased in small quantities for a few pounds.

If we look at [Circuit 1](#) this shows the single speed wiper motor, the resistor and speed switch are wired between the field coil and terminal 1 at point X. This is shown in detail in [Circuit 2](#) which is the same as the original two speed version of the DR3 wiper motor.

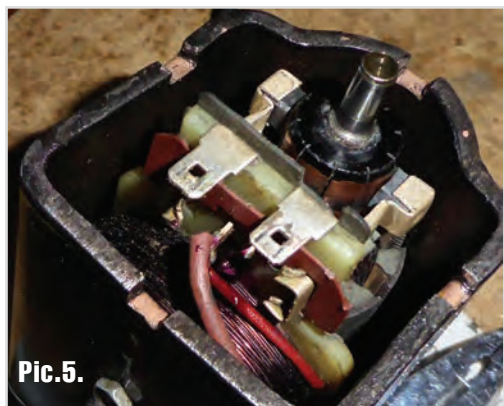
**Pic.3.**



Moving on to where and how to fit the resistor. Unscrew the end cap and look at the left-hand tag just below terminal 1. There you will find a sleeved wire (from the field winding [Picture 4](#)) and a red



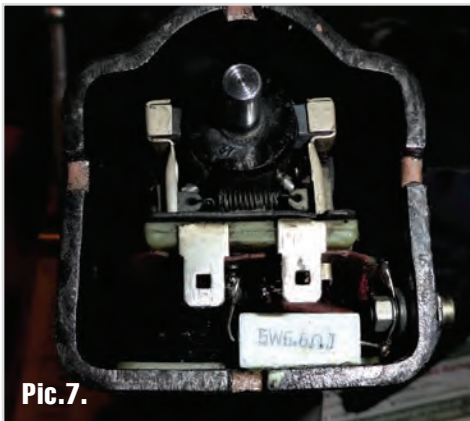
rubber cable, [Picture 5](#) (from the parking switch,



[Picture 6](#)). The sleeved wire should be removed from the tag. The resistor needs to be wired be-



tween the left-hand tag and the sleeve wire from the field coil. One end of the resistor is soldered to the left-hand tag, the other end of the resistor 10



and the sleeved wire should be soldered together using an insulated tag, [Picture 7](#). More about the insulated tag later. If you have to remove the red rubber cable in doing all of this, it should be re-soldered back onto the left-hand tag afterwards. The resistor was also glued to the inside of the case for stability.

The next step is to provide a connection point for the speed switch, to achieve this there are two options as follow.

1. Solder a lead onto the insulated tag and feed this through the slot for the terminals and solder a bullet connector on its end.
2. As you need to drill a hole in the case to fix the insulated tag this could be used to form an insulated feed through for a terminal on the outer case, [Pictures 8 & 9](#).



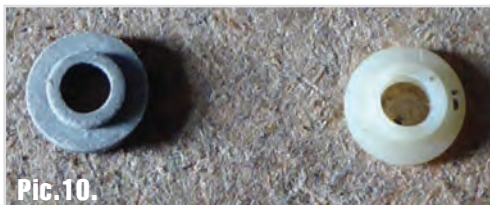
I chose option 2. and for this I used **TO-3** nylon plastic washer normally used for insulating TO-3 transistors which are available on ebay, [Pic-](#)





**Pic.9.**

ture 10. These have a shoulder that fits into the hole, and insulate the fixing screw from the case



**Pic.10.**

and allow the speed switch connection to be fed to the outside without shorting it to the case. The speed switch can be a normal toggle type, one end should be connected to the new terminal and the other to terminal one. The easy point to pick this up is from the dash wiper switch. Do not connect the speed switch to ground as this will by-pass the parking switch and though the motor wouldn't turn it will still draw current and could cause damage.

The Toledo/Dolomite two speed wiper switch is designed for the later wiper motor and is not directly compatible with the earlier DR3 type. I developed a way of using the Toledo/Dolomite switch a number of years ago, but this does involve using an additional relay. I will produce an article later to cover this.

This aside, the easier option is to fit a toggle switch (Picture 11) below the dash. Thinking a bit wider to possibly a more useful modification, as



**Pic.11.**



**Pic.12.**

an alternative to the speed switch it could be replaced with a suitable rheostat, [Picture 12](#). This would give a variable speed control which could be adjusted to match the rain. I will investigate this one and report back.

We would love to hear about your experiences with your Vitesse.

You don't have to be an article or report writer, as I will turn your words into an article whilst taking care to maintain its originality. All I need is a write up and a number of photos.

On that note I had an email from **Harry Dent** who is looking for his father's Vitesse:

*Hello Dave, My dad bought his Vitesse new and worked at the factory as an electrician. All I know about the car is 1970 signal Red MKII Convertible. He sold it when he had to give up driving to a younger guy which I believe had an accident in it. Do not know if it was then scrapped or put away to be discovered one day. All I have is my dads name and no registration which is where it all falls down. I tried many years ago with the archivist Anders Clasenger in Gaydon to no avail because no registration. My Dads name on the log book is Harold Hector Dent (Coventry) I have been searching for years and would love to buy it back if it can be found or if it still exist's. Wonder if any of your members know of it?*

**Harry Dent.**

If you have any information then please let me know and I will pass it on to Harry.

*Whilst I am requesting Information does anyone have any info on **Converting a Vitesse to an Automatic Gearbox?** I have received a request on this from a member.*

That's it for this month. After being locked down for twelve months let's hope we can get our cars out an enjoy the summer this year.

**Roll on Spring,**

**Stay Safe and Keep Running On All Six**

**Dave**  
11

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## Twenty Four years with 'Nel' – Part 2

Hi all, hope everyone is staying safe and well. The final Part of 'Nel's story is below, many thanks to Roy for taking the time to write in such detail the story and sharing it. Next month I will publish the final stage of the gearbox build.

### Twenty Four years with 'Nel' – Part 2

Over the next few years both Ian & I drove Nel regularly but she continued to live with us at home as Ian's various temporary accommodations while he was at university and then started work just didn't have anywhere suitable for keeping a classic car – he was based in London so didn't really need a car. I was slowly making small changes to Nel – successful ones included fitting electronic ignition, full width radiator, home-made engine and radiator aluminium valences to replace the very tatty mill-board originals, a 'light's left on' warning buzzer, edge-lighting for the heater/ventilation controls, dipping mirror, new home-made boot-liners holding the jack and other bits, carburettor heatshield, home moulded glass-fibre tool and spares holder to go under the spare wheel, etc., etc..

Attempts to fit a 4 branch exhaust manifold (hasten to add – not supplied by TSSC or by one of the 'mainstream' Triumph



### Roll hoops in place after fitting spacers

parts suppliers) failed miserably – both the original and its replacement fouled the sump. Equally I had terrible problems with some 'Audi TT' style roll protection hoops supplied by a well-known Triumph parts supplier. These were specified as being suitable for the Spitfire 1500 (and, I recall, also appeared very briefly as such in the TSSC shop catalogue). I had recently seen a modern car turn over in front of me and had become very aware of the potential danger if that happened to Nel. The roll hoops looked (in my opinion) fantastic so I bought a pair. A trial fitting (no holes drilled) suggested that it could be difficult to open/close the hood with the hoops in place so I phoned the supplier – they assured me that it would be OK and that the hood operation would not be affected. So I fitted one – that was OK – but with the second one in place it just wasn't possible to open/close the hood – the top and sides of the roll hoops fouled the hood rails too badly to allow them to pass each other. Further phone calls, and exchange of emails with photos followed. However – whatever I did it was impossible to open or close the hood with both hoops in place as specified. I was annoyed – having spent a very significant amount of money and drilled holes in the car for nothing. At the very least I expected an apology and refund but that never happened. Interestingly although these roll hoops are still on sale for some of the TR range the ones for the Spitfire disappeared from sale very quickly. Since my wife remained very reluctant to go in the



### **The hood now opens and closes over the roll hoops**

Spitfire, Ian or I drove around with just the driver's side hoop fitted for some years. If Dawn did ever go in the Spit she insisted that the hood stayed closed so, on those occasions, I would close the hood and put the passenger hoop back in place temporarily. From time to time I would experiment with the exact positions of the hoops but never managed to solve the problem until an entirely 'counter intuitive' solution came to me. If I raised the back and the outboard arms of the hoops slightly (only needed about 15mm of metal spacers) it tilted the roll hoops slightly forward and inboard – sufficient to give clearance to the hood rails without causing any other problems. Works perfectly – just took me about 8 years to work it out!

Interestingly I can think of several aftermarket items on both the Spitfire & Imp that I'm running quite happily although some others running the same items have had nothing but trouble – in other cases the opposite seems to apply. I don't think it is just the luck of the draw – more likely it's all down to poor quality control on some aftermarket items or perhaps

slight and unrecorded production differences between cars – it does make you think though.

I've used silicone brake fluid in both cars for many, many years. I know there's arguments for and against but I'm very much in the 'for' camp. One very interesting difference though – on the Imp I have never seen any problems at all – however on the Spit I find that, if I don't flush the system through with fresh silicone brake

fluid occasionally, I do get tiny drops of water in the brake fluid. In the Imp the brake/clutch fluid reservoir is in the boot (i.e. in an essentially 'always dry' area) whereas in the Spit the reservoir is in the engine compartment which is open to the road and outside atmosphere – perhaps that is the difference.

As the years rolled on Ian got married and started a family. Although he still enjoyed driving Nel he has never been 'into' car maintenance and she remained with us – leaving me as (a usually willing) chief mechanic and filler of the petrol tank. Occasionally I managed to persuade Dawn to ride in the Spit – once we packed the basics of our camping gear into Nel and travelled the 140 odd



### **Nel at TSSC Stafford with the tent**

miles to Stafford for a TSSC National weekend but she remains 'not at all keen' although she happily travels thousands of miles in the Imp. As an ACO I do a fair amount of route finding for Imp Club events and we sometime use Nel for this – if Dawn has a map and a clipboard to make notes on she finds riding in Nel less worrying. Nel does go occasionally get to Imp Club and TSSC events. Some years ago Ian emigrated to the USA with his family so now I'm the sole user – he has looked at shipping Nel over there but, being very busy with a young family and not particularly interested



### With some of the Imps at an Imp Club 'Wicked Welsh Weekend'

in maintaining her himself, it's not really a practical option.

Over the years after the head gasket issue Nel has behaved pretty well on the road. I did have to be towed home once after the throttle cable broke (fortunately close to home but at the bottom of a hill so I couldn't just coast home again) and have had to perform one or two roadside fixes. One of these (a substantial petrol leak due to a broken pipe clip) was written up for The Courier (February 2019) – unfortunately Dawn was with me at the time and it didn't improve her feelings towards Nel

and is quite happy riding in her.

By the time this appears Nel may well have moved on – we are looking to downsize and there probably won't be room to keep both classic cars and our trailer tent. As I said earlier, our Imp is a very special car for Dawn & I so Nel the Spitfire will be have to be the one to go. I do hope that she finds a good home with someone who will enjoy and use her properly – she deserves it. Thanks for the memories....

**Roy Blunt**

Thanks again Roy. If you have a story like this to share please send it to me. It's great to have technical articles but the real life stories are also fantastic.

*Steve*



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# Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org

## 'Correct' Parts?

I know that I should be more excited about the new Courier dropping onto the door mat each month than I sometimes feel but, as it's the reminder we need to find a new set of words for the next month, sometimes it's just a bit daunting.

So, it's always welcome when members send in pieces for the Courier and allow us as Reg Secs to share advice, information, suggestions and solutions with the rest of the membership. A lot of communication happens online these days what with the Club Forum, Facebook, Twitter and all the other means at people's fingertips, but, much as I embrace some aspects of technology, I believe there will always be a place for the print medium.

**Chris Tickner** sent the following which may be helpful to some, having been triggered by spotting something on the internet but kindly sending it to me to share with those who read these pages.

*"Parts listed by one of the major parts suppliers as being one size fits all!"*

*This came to my attention when someone on a Facebook group was listing some MK3 Spitfire inner wheel arches for sale, but I could tell from the pictures that they were for a 1500 may be MKIV as well I don't know. I looked on the website of said supplier and in-*

*deed they are listing part No.725563 and 725564 inner wheel arches as fitting several Triumphs. While I appreciate it is nice that we can buy new parts for our cars it is misleading to advertise as fits all when they do not. We hear it all the time that reproduction parts are a poor fit. It could be that the part you are trying to fit was not meant for your car anyway. May be the parts suppliers need to add "will fit all with some modification". The part numbers for the inner wheel arch of a MK3 Spit are 712390 & 712391*

NUMERICAL INDEX				
KEY TO MODELS MENTIONED IN NUMERICAL INDEX				
A	TRIUMPH HERALD	E	TRIUMPH G.T.E	
B	ATLAS MAJOR & MINOR	L	TRIUMPH TR. 4 & 4A	
C	VANGUARD VI	M	LEYLAND 3 TONNER	
D	LEYLAND 15	P	TRIUMPH 1500	
E	VITESSE	S	STANDARD 8, 10, PENNANT & 7 CWT	
F	2 LITRE VITESSE	R	TRIUMPH TR. 2, 3 & 3A	
G	SPITFIRE 4	T	VANGUARD VI & SPORTSMAN	
GA	TRIUMPH TR. 5	V	LEYLAND 20	
J	TRIUMPH TR. 6	Y	ENGLISH & ENGLISH DE LUXE	
K	VANGUARD 1 & II	Z	TRIUMPH 1300	

Part No.	Description	Part No.	Page	Also Used on Models
27110	Shim	B4	6	A.B.P.Z
27138	Shim	B4	6	A.B.P.Z
27378	Plug, core		4	A.B.E.2 1000 J.K.O.P.R.T.V.Y.Z
32307	Washer, lat.	A48	2	A.B.E.2 1000 J.K.O.P.R.T.V.Y.Z
32314	Pin, anchor	B31	7	B.E.2 1000 K.O.P.Z
35900	Chain wheel	B22	6	B.E.2 1000 K.O.P.Z
36234	Filter piece	A26	2	B.E.2 1000 K.O.P.Z
36411	Plate	B24	6	A.B.E.2 1000 K.O.P.Z
37942	Shim	M12	27	A.B.E.2 1000 J.K.P.R.T.V.Y
38665	Balance fan piece	C27	9	A.B.E.2 P.T.V.Y
42243	Grommet	AD23	61	A.K.L.O.P.R.V.Z
42244	Grommet	AD20	61	A.B.E.2 1000 K.O.P.Z
42425	Tensometer	B36	7	A.B.E.2 1000 K.O.P.Z
42752	Plate	B34	7	E.E.2 1000 K.L.M.O.P.F.Z
46172	Plug, core		2, 4	A.B.E.2 1000 K.L.M.O.P.F.Z
46549	Plug		2	A.B.E.2 1000 K.L.O.P.Z
52413	Pin, malle	BF12	164, 166	A.B.E.2 1000 K.L.T.N.Y
52467	Head, filter cover	F3	14	A.B.P.Z
52469	Gauge, filter	F2	14	A.B.P.Z
52472	Gasket	F6	14	A.B.P.Z
52488	Screw	F24	14	A.B.M.P.V.Z
52490	Screw	F9	14	A.B.E.2 1000 J.K.L.O.P.R.T.V.Y.Z
52493	Spring	F20	14	A.B.M.P.V.Z
56177	Connection		81	O.P
56305	Screw		25	A.E.E.2 1000 J.K.L.R.T.V.Y
56712	Plug, core		2	A.B.E.2 1000 K.O.P
56934	Pin, core		23	J.L.M.P.T.V.Y
57103	Gasket	C34	18	A.B.E.2 1000 J.K.O.P.R.T.V.Y.Z
57109	Ball pin	A84	5	A.B.E.2 1000 P.R.T.V.Y.Z
57110	Nut	A85	5	A.B.E.2 1000 J.K.L.O.P.R.T.V.Y.Z
57355	Washer	F21	14	A.P.Z
57361	Washer		14	A.B.E.2 1000 J.K.M.O.P.R.V.Y.Z
57456	Cover	AG25	66	A.B.C.E.K.O.P
57492	Brush spring	A34	70	
57591	Bolt	AK21	75	J.K.L.M
57602	Adaptor	A014	118, 120	A.B.P.Z.P.Z
57608	Nut	B009	168	J.L.O.R.T.V.Y
58238	Clamp	E12	12	A.B.J.L.P.R.T.V.Z
58261	Garter		33	A.P.Z
58465	Fuse, 20 amp		81	A.E.K.L.M.O.R.V.Y.Z
58923	Guide	A65	4	J.L.M.R.T.V.Y.Z
59115	Bolt	J14	22	B.E.2 1000 J.K.L.O.P.R.V.Y.Z
59151	Clip	Z32	96, 93	A.G.J.K.L.O.P.R.T.V.Y

by the way and according to the parts book they do not fit any other model.

At the front of the parts book is an extremely useful numerical index (with a section on other models that particular part is used on) so you can see which other Triumphs would have had the same parts mostly mechanical I know but it can be useful, so if you find



a part and its original number is listed you can find out if it is right for your car. If a part stayed the same throughout the production run of a model Spit MK1 to 1500 for example, the part number stayed the same 903097/8 (outer sill).

I have added some pictures of how I



modified a late inner wheel arch panel to fit the MK3 as the second swaged lump fits up against and is welded to the petrol



tank support panel. Without the second swage being there it leaves a gap and



will not fit properly. For the right-hand side, I managed to find the correct new

old stock panel at the Beaulieu Autojumble many years ago now.

I hope this has been useful to some of the newer members, that things are not always as simple as you may have first thought."

Some of you may remember that a while back (in July and August 2019) I featured some information on the

**AMI** (Australian Motor Industries) built Spitfires, taken from a book written by **Larry Mundall**, and sent to me by **Peter Truman**. Larry has now followed that up with a detailed piece about the paint colours AMI used, all Toyota colours. They included a Signal Red but the other colours used had particularly antipodean names.

## AMI Spitfires (Part 3)

### AMI Triumph Spitfire Paint Codes

"Triumph Spitfire MK1, 2 and 3s

were assembled by Australian Motor Industries along with Ramblers, Mercedes Benz and Toyotas. They all used common colours (Toyota colours). BALM PAINTS Ltd (called Dulux Australia from 1971) were the paint supplier to A.M.I. and most of their cars had BALM Paint decals on the engine bulkhead indicating the paint colour. Unfortunately these decals would fall off and in some cases were never applied. English assembled cars had the body paint and trim



colour codes stamped onto their Commission Plate. AMI Paint decals were usually fixed to the engine bay bulkhead.

AMI used paint made locally by BALM PAINTS LTD (called DUCO to 1965, DULON to mid-1967 and then DULUX

baked enamel). Colours included – **White** (P18), **Glade**



**Green (P22), Surf Green (P14), Signal Red (P16) Black (P17), Tasman Turquoise (P20), Havana Gold (P51) Vintage Wine (P45) Safety Wattle (P49), Cove Blue (P21) and Diplomatic Grey (P23).** These colours were different from the English factory shades, and are often listed under the Australian Toyota paint codes.

Note that the MkIV and 1500 Spitfires were not assembled in Australia and their colours were universal world-wide.

AMI also used a new 'Electro-coat priming process to protect against corrosion'. This involved dipping the whole body into a large vat for the primer coat. Cars were then hand sprayed on the assembly line. The chassis were initially coloured black, then the body and bonnet attached, and sprayed in body colour – meaning that the exposed chassis in the engine bay ended up in body colour.

The following is a list of colours and paint codes used on the Spitfires assembled by A.M.I. 1963 to 1970.



Colour	AMI Code Number	Model		
Surf Green	P14			
Signal Red	P16	Mk1	Mk2	Mk3
Black	P17			
White	P18	Mk1	Mk2	Mk3
Tasman Turquoise	P20			
Cove Blue	P21	Mk1?		
Glade Green	P22	Mk1	Mk2	Mk3
Diplomatic Grey	P23			
Vintage Wine	P45	Mk1	Mk2	Mk3
Safety Wattle	P49	Mk1?	Mk2?	Mk3
Havana Gold	P51			
Hayman Blue		Mk1?		Mk3
Steel Grey				Mk3
Targo Pearl				Mk3

There were formula variants with Glade Green and White on the MKIII Spitfire. The **Glade Green** was the equivalent of the English Conifer Green, but darker. **Safety Wattle** was the equivalent of the English Pale yellow. **Signal Red** was the equivalent of the English Signal Red, but lighter and more orange in colour. "

And finally, I hadn't realised quite how long ago it was but it was actually in my March 2020 article that I included a photo of a couple of 2 wheeled vehicles made from the mud-guards of some 4 wheeled vehicles,



Well I now have another in that vein – this time made from a Trabant wing.

Suzie



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# An Estate In a Sorry State

This month we have the story of Ron Moore's Herald Estate, so without further ado I will hand you over.

**This is the story of my  
1969 Triumph Herald  
13/60 Estate  
Reg. EPX 119H**

Being the owner of a Triumph Vitesse 6 Convertible and previous owner of a Herald 1200 Convertible, I decided to go for something different. So in October 2012 I saw an advert on that well known auction website for a Triumph Herald 13/60 Estate described as MOT'd and in very good condition. I placed a bid and became the new owner. As the car was in the south of England and I live in Northern Ireland it wasn't practical to view before purchase (something I definitely would not recommend), once bitten as they say. I had paid my deposit and not to mention having bought two flight tickets for myself and a neighbour for company on the journey home. Also the ferry crossing was pre-booked so I stood to lose a substantial amount of cash if I were to walk away, so I decided I had to bite the bullet and look happy.

The car looked very tired indeed, but she was driving very well and made the journey to Holyhead for the ferry without any problems. When we got home I put her into an 'induced

*coma'* in the back of my garage, where she would remain for a couple of years before re-emerging after my wife asked why I had abandoned her (the car not the wife!)

*I already had started to work on the car when I decided on a*



photographic record (Pic 1). It became evident that a total strip down and rebuild would be the best option so using skills and knowledge gained from my Vitesse restoration, I set to work. I am neither a welder nor a body repair man but I do my best and all turns out fine. New front wings and complete inner wings were





fitted (Pic 2) as well as a new stainless exhaust, front and rear valances and sills and also rear wheel arch repair panel and door skin bottom repairs, the list goes on and on, new door cards also fitted.

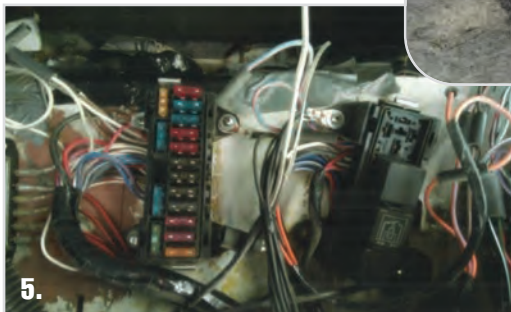


3.



4.

Pics 3 & 4 show the car at different stages during work. Someone at some stage had installed a new wiring loom to cater for all the extras fitted. Radio, four way flashers rear fog light and reversing light as well as cigarette lighter but I don't smoke!



5.

Pic 5 shows the bank of fuses and relays fitted. Pics 6&7 shows the finished article which is now on the



6.

road again after about eight years. All the work carried out by myself at home, sometimes outdoors on a good day. So my advice is don't despair. If you don't try you'll never know whether or not you can do it. I am very happy with the outcome. All the new parts for the restoration were supplied by **Rimmer Bros**. Some used parts were sourced locally from **Colin Lindsay**. Thank you very much Colin, your assistance was much appreciated.

**Ron Moore**

This not the first time Ron's car has featured in an article of mine. Those of you with good



7.

memories may recall my January 2020 feature called In a right eState , the white estate in this was one and the same. The rewire Ron mentions was carried out for the previous owner by myself back in 2013, as was the bodywork I detailed. It's a small world isn't it!!

Great work by Ron, certainly looks like a really good example now.

No news on my Herald I'm afraid, I've done nothing to it recently as all my energies have

8.



9.



9.

been getting my MK4 Spitfire finished. I've recently fitted the hood and trimmed out the boot (Pics 8 & 9), so the good news is that all I have left to do is to retrim the seats and then I can make a start stripping the Herald down in readiness to separate the body and chassis. I'll keep you posted.

See you next month.

Darren



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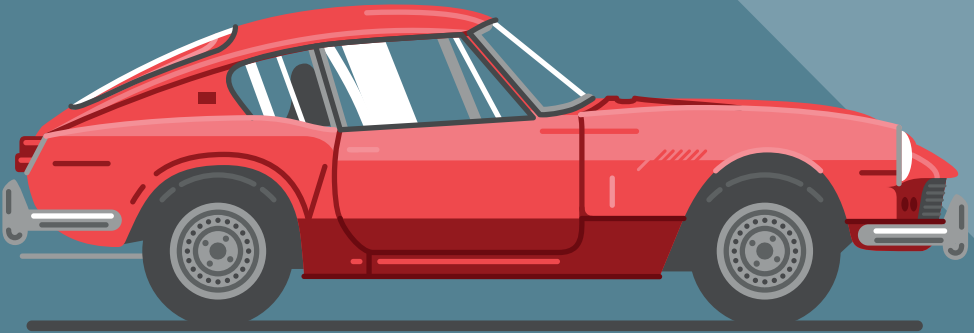


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Recon exchange brake caliper	£50.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.50 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£350.00
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Recon starter motor (exchange)	£120.00
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Fan w/ulper motor (exchange)	£105.00
Clutch kit TR8 Q/H	£110.00

### STAG

Front suspension leg insert	£35.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	£11.50
Gearbox (exchange) Reconditioned	£500.00
Recon exchange J Type overdrive	£450.00
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Rear sub frame mounting 150382	£29.00
Rear wheel bearing kit	£22.50
Service exchange drive shaft 311914	£250.00
Recon rear hub assy (exchange)	£150.00
Recon Brake Calipers (exchange)	£65.00
Caliper seal kit inc pistons	£28.50
Set brake pads	£13.50 set
Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
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Viscous fan coupling TKC101	£85.00
Stag Mk II Rostyle wheel trim	£100.00 set

### TR6

Front L/H fitch panel 907097/576477	£240.00
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Recon steering rack (exchange)	£75.00
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New Brake servo	£125.00
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Recon (exchange) caliper type 16P/16PB	£62.50
Brake pads early/late type	£12.50
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Diff mounting lower 134236	£2.50
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Front inner wheel arch 706548/9	£69.50
Bonnet hinge tubes 811679/811680	£62.50 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£85.00
Door skins	£95.00
Battery box 806707	£35.00
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Boot lid 575787	£410.00
Dash top cover 7114482	£55.00
Vinyl hood Mk III inc zip window	£175.00
Chrome bonnet catch 607663	£40.00
Rear lamp assembly 208532/217025	£49.50
Track rod ends	£9.50
Gearbox 3 Syncro (exchange)	£425.00
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Stub axle UKC697 .....	£28.50
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Steering lock 216449/UKC2719 .....	£85.00
Fibreglass Gearbox Tunnel Cover .....	£42.50
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948/1200/1250

COLIN LINDSAY [herald@tssc.org.uk](mailto:herald@tssc.org.uk)

Oops...

I mentioned rather cryptically at the end of February's article that I needed an alloy hinge for an all alloy gearbox, which is proving elusive. I should explain that I've managed to obtain one of these early gearboxes (Pic1), and already also managed to break it, although thankfully not terminally I hope.

When the Herald was first conceived, it used the Standard range of gearboxes, Standard as in Standard 8 and 10, with suitable modifications (pic2). These were an all-alloy one-piece construction where the



Pic 1.

necessary; the rear extension was different to the version later fitted to the Herald, having a single top mounting point, and the gearlever assembly was also different; other than that it was almost pure Herald.

Weighing in at just 17kg they were incredibly light, so much so that this one was posted to me for an amazing £7.95. The seller was one of those good-hearted souls who had no use



Pic 2.

gearbox and bellhousing were both aluminium, and cast as one unit. Some changes were



Pic.3.

for it and therefore decided to move it on, very cheaply, and I was also one of those good-hearted souls who wouldn't spend a penny where a halfpenny would do and so made a sneakily low offer, which was accepted. Happy days!



These boxes were used in the very early Heralds, but there is no reference code as in the GA or GD of our cars, just a serial number that I haven't managed to date yet (pic3).

I know they were changed very early on in Herald production, possibly due to a weakness in the casings which led to stress-related cracking, but again



**Pic.4.**

may just have been due to costs. Certainly, by 1961 Heralds were appearing with cast gearbox housings mated to an alloy bellhousing (pic4) which my 1962 convertible has - a weight increase of about 4kg - and by 1964 Heralds were fitted with the huge and very heavy cast-iron bellhousing that most of



**Pic.5.**

us are familiar with and which almost tripled the weight (pic5). I'm not obsessed with any kind of weight saving - I could manage that by missing a meal or two and emptying my pockets - but I like these for the novelty value and have decided to attempt to use it in the convertible. With only 39bhp from my engine the lighter unit will surely help, though.

From the outside, bar the alloy sheen, they look identical to every other Herald gearbox. From the front, we have the same wide bellhousing and alloy clutch release lever, but here there are subtle differences, not helped by the fact that whilst the gearbox internals were all nice and oily, and in very good condition, the front bearing at least had been exposed to the elements and was seized solid. No problem here; whilst the



**Pic 6.**

I have not yet confirmed this, and it

later cars use a pivot pin assembly through the bellhousing, the early clutch release arm simply unbolts and it all slides off. (pic6).

In behind, it's a scroll-type oil seal which just means that as the input shaft rotates, reverse threads cut into the seal channel any escaping oil back into the gearbox.

Of course, park facing down a steep hill and it escapes, regardless. In later cars the scroll seal is removed by punching out a pin and pressing it out; here it's an entire



**Pic.7.**

plate, bolted in using six bolts all with copper washers (pic7).

Removing that gives access to the front bearing, and with the rear extension removed, work on the box is pretty much the same as on any. The speedo drive is of course the early metal version.

The part which gave me the most bother was the clutch release arm; instead of a tapered hole for a crin-

kle washer and pivot pin it's a straight-through drilling which uses a metal rod pressed through an



**Pic.8.**

alloy hinge containing two unique bronze bushes (pic8). Totally unique, and totally seized. By dint of heat and plenty of penetrating oil I was able to make it move, albeit reluctantly, so it appeared the pin would have to be pressed out and cleaned up. So far so good - it came out half way under enormous pressure from my small Record vice, which was sadly too small to press it the whole way. So: off to the In-Laws' Engineering Works, and the use of a huge industrial vice. Sadly, I was careless here - the arm, being released on one side, moved off-centre so my drift instead of centering on the pin moved to press on the hinge itself. Slightly more pressure and - bang - the hinge flew into two pieces which shot a considerable distance across the workshop floor. Wouldn't you know, it's unique to that gearbox and no longer available, although an early Standard version in metal, with a carbon bearing



**Pic.9.**

from pre-1957, is allegedly a straight fit, and available online (pic9).

It's nice to have a fall-back but thankfully I was in the right place to have one remade, so I hope by the time of writing or at least printing, I'll have one made up. Maybe even new bronze bushes too. It'll cost me a great many chocolate biscuits, but hey - that's life.



**Pic.10.**

Here's something that not a lot of people realise - the clutch release arm changed slightly over the years, but every one still has a little hole drilled in the end (pic10). This is for a clutch adjustment rod, which is adjusted against a bracket beside the slave cylinder, and held in tension by a spring leading to a



**Pic.11.**

bigger bracket further back (pic11). The rod is long gone, as are the brackets and the second hole in the bellhousing, but the hole in the end of the arm remains.

How many owners these days know how to adjust the clutch using one?

As someone pointed out recently: back in the day the owner's manual told you how to adjust the clutch; today it tells you not to drink the contents of the battery. That's progress.

**See you next month!**

Colin

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## Next Generation for Classics

**I must apologise again for the months where there has not been a young members article in the Courier.**

I blame a lack of inspiration due to the car shows being cancelled and my job as a front-line worker in social care during this awful pandemic but I will endeavour to have more regular articles in the magazine. I also encourage anyone who wishes to write an article or to be featured in the young members section of the Courier to please get in touch with myself at the email address shown, above as I

would love to be able to showcase many more of our TSSC Young Members.

Many of you will have read about my son Jack in a previous article, Jack is 9 years old and

the proud owner of a Triumph Spitfire. The Spitfire is a labour of love and a restoration project which will keep Jack and his dad busy for many years to come.

I believe the hope is that when Jack turns 18 he will be the proud owner of a fully restored Triumph Spitfire which he is absolutely adamant will be his daily driver.

At the moment Jack is at the very start of his restoration and is learning how to sand, paint, shape metal and all other manner of techniques with his dad most weekends in the comfort of their garage. Often I come home to find that there have been deliveries of car parts for Ken and Jack, I am then sum-





moned to watch whilst Jack unpacks the delivery and explains (in excruciating detail) the name and location of each part he has received.

This is usually accompanied with questions such as *"Mum what is this part called? What is it used for?"* which I inevitably get wrong! I also have a variety of small pieces of metal which Jack has bent and shaped into

figures, last month I received a metal figure which Jack had bent to make him look like a running man, I think he'll be moving on to panels and sills before I know it!

Jack officially became a member of the TSSC a short time ago and proudly shows his membership card to everyone who will look at it, he is very keen to return to the classic car shows so that he can tell the visitors that his mum's car is nice but that his is better.

I am very pleased to see the joy and enthusiasm with which Jack approaches classic cars and I think that in the very very distant future when I am ready to retire from the young member's co-ordinator position Jack might be the one to take up the mantle.

*Alyson*

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# TR7-8

## ALL MODELS

PAUL LEWIS [tr7-8@tssc.org.uk](mailto:tr7-8@tssc.org.uk)

### TR7 Headlight Refurbishment & Adjustment

As I wait for the dipping company to get back to me over dates when the shell can go in for stripping and de-rusting, I thought I would start to refurbish the items I am taking off the car. You are probably aware that the headlight panel is going to be replaced so in readiness the headlight units were taken out.

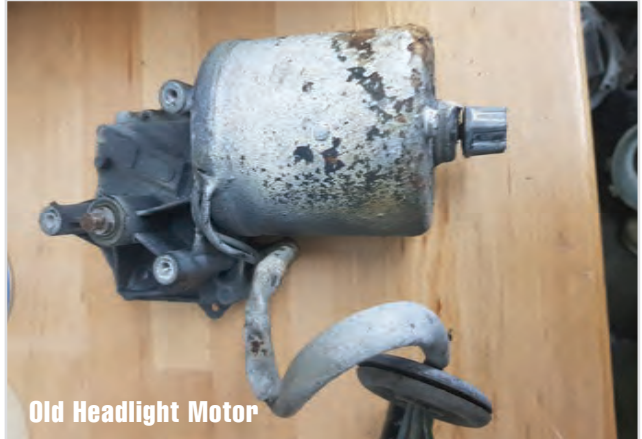
These were a little rusty and covered in underseal from the past 44 years. The motors had taken the brunt of the weather but were serviceable.

So, that meant hours of painstaking time were required in refurbishing the headlight units.

After assembly, you are required to adjust the lift motor crank arm link rod.

The process can be completed either with the headlight unit in the vehicle or on a bench.

The first adjustment is the "Primary Adjustment".



Old Headlight Motor

This is to ensure that the light alloy member is forced hard against the metal stop on the base bracket when the crank arm stops in the **UP** position.



Top Dead Centre Position



Upper Stop

The following description gives you the procedure required.

1. Using the actuator hand knob at the base of the motor rotate the crank arm to obtain the **Top Dead Centre** position.
2. Slacken the two link rod lock nuts (the upper lock nut is a left-hand thread) and rotate the turnbuckle by hand until a slight resistance is felt against the stop. This is the datum point.
3. Rotate a further  $4\frac{1}{2}$  (270 degrees) flats using a spanner.
4. Hold the turnbuckle in this position and tighten the two nuts.





**Down stop**



**Down stop adjustment**



**Bottom Dead Centre Position**



### **Refurbished Headlight assembly**

The next adjustment is called the “**Secondary Adjustment**” and is to ensure that the rubber down stop mounted on the base bracket is suitably compressed by the light alloy member when the crank arm stops in the **DOWN** position.

The following description gives you the procedure required.

1. Slacken the rubber down stop lock nut and screw the rubber down to its lowest position.
2. Using the actuator hand knob at the base of the motor rotate the crank arm to obtain the **Bottom Dead Centre** position.
3. Screw the rubber stop up until it just meets the light alloy member.
4. Rotate a further 8 flats (480 degrees).

The actual fitting the headlight unit to the vehicle and the adjustment required will be covered later when I reassemble the car.

**Stay Safe**

*Paul*

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Body	Paintwork	Chrome & Trim	Chassis & Underbody	Interior	Engine Bay	Transmission & Suspension	Electrical equipment	LAST Known Valuation Figure of Vehicle

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

**A1+ - SERVICEABLE:** The vehicle must be in excellent condition with bodywork/chassis mainly free from rust. The vehicle's components should be free from any but trivial faults and should work efficiently.

**P - PROJECT:** The vehicle is usually in need of a full restoration of all its components.

**YOU MUST BE A CURRENT TSSC MEMBER OR TSSC VALUATION REVERTS TO 'MARKET VALUE'**

**NOTE:** This certificate will NOT be TSSC Backed unless insurance is with a TSSC Insurance Panel Company. Provided the details and member's valuation are in order, a file will be opened. If the Club Car has been over or under valued in the event of a dispute, the Club valuer may request more information or a personal inspection.

### What does fifteen pounds buy you nowadays?

A round of drinks down the pub with your friends? Steak and chips at the local? Or the latest best seller hardback from the bookshop? OR it could guarantee that should the worst happen to your Triumph pride and joy, you will have the peace of mind knowing that you have got a TSSC Agreed Value policy with one of the TSSC Insurance panel. "Oh, I already have one of those" you say! Are you sure? because if the insurance company has sent you a form and told you that you can "Value your car Yourself", then it **IS NOT a TSSC "Backed"**

### Agreed Value policy.

Most self-certified condition/value forms are woefully undervalued as their current owners hold a very inaccurate estimate of current values.

For it to be a TSSC Agreed Value policy your car has to be inspected either in person or at Club HQ, at one of the many Club shows or by one of the TSSC trained valuation officers.

You can of course supply a TSSC Valuation Form (**Valid for 2 Years**) and photographs by

**Email or Post** and we can value your pride and joy that way.

In all the years (30+), we have offered this service, when there has been a claim it has always been settled at the agreed value. With a **TSSC backed agreed value** you have the full backing of the TSSC as we are the ones who set the values.

So, don't delay, check your policy and see if you have an **TSSC SIGNED** agreed value form. (**Remember NO TSSC Backing if not with a TSSC Insurance Panel Company**)

If not request one from TSSC HQ on **01858 434424** email **info@tssc.org.uk**

or Download and Print one from the Bottom of the **TSSC Website Club** page.

**www.tssc.org.uk/tssc/about.asp**

# TSSC INSURANCE - CAR VALUES

MODEL	BODY	PROD	CC/Cyls	Concours	A1+	A1/S	P - Project
<b>Herald 948 &amp; S</b>	saloon	1959-61	948/4	8000	6000	4000	1500
	fhc & dhc	1959-61	948/4	12500	8000	5000	2000
<b>Herald 1200/1250</b>	saloon	1961-70	1147/4	9000	6000	4500	1500
	fhc & dhc	1961-67	1147/4	14500	9500	6000	2000
	van & est	1961-67	1147/4	13500	7500	5500	2000
<b>Herald 13/60</b>	saloon	1967-71	1296/4	8500	6000	4500	1500
	dhc & est	1967-71	1296/4	14500	7500	5500	2000
<b>Spitfire 4</b>	sports	1962-64	1147/4	23000	18500	14000	4000
<b>Spitfire II</b>	sports	1965-67	1147/4	20000	17000	12000	4000
<b>Spitfire III</b>	sports	1967-70	1296/4	19000	15000	10000	2800
<b>Spitfire IV</b>	sports	1970-74	1296/4	12000	8000	4500	1500
<b>Spitfire 1500</b>	sports	1974-81	1493/4	15000	10000	6500	1500
<b>GT6 MK1</b>	fhc	1966-68	1998/6	25000	21000	15500	4500
<b>GT6 Mk II</b>	fhc	1968-70	1998/6	24000	19000	14000	4500
<b>GT6 MkIII</b>	fhc	1970-73	1998/6	21000	18000	13000	3000
<b>GT6 Convertible Early (RT)</b>	dhc	1966-70	1998/6	20000	18000	15000	4000
<b>GT6 Convertible Later (ST)</b>	dhc	1970-73	1998/6	19000	16000	12000	4000
<b>Vitesse 6</b>	saloon	1962-66	1596/6	10000	7000	5800	2000
	dhc	1962-66	1596/6	12000	9000	7500	2000
<b>Vitesse 2L Mk1 &amp; Mk2</b>	saloon	1966-71	1998/6	18000	12000	8500	2000
	dhc	1966-71	1998/6	22000	14500	10000	2500
<b>Renown Roadster</b>	saloon	1946-54	2088/4	13000	9500	7500	2000
	dhc	1946-49	2088/4	25500	20000	17000	8000
<b>Mayflower</b>	saloon	1950-53	1247/4	6000	4000	3000	1000
<b>TR2</b>	sports	1953-55	1991/4	35000	24500	15400	5000
<b>TR3 &amp; 3A/B</b>	sports	1955-61	1991/4	38500	28000	16800	5500
<b>TR4</b>	sports	1961-65	2138/4	35000	24500	15400	4000
<b>TR4A IRS</b>	sports	1965-67	2138/4	38500	28000	16800	4500
<b>TR5</b>	sports	1967-69	2498/6	65000	45500	26000	9000
<b>TR6</b>	sports	1969-75	2498/6	40000	30800	18000	4000
<b>TR7</b>	fhc	1976-82	1998/4	10000	7500	4000	1500
	dhc	1980-82	1998/4	12000	8500	5500	2000
<b>TR8 (Factory/Grinall)</b>	dhc	1980-81	3528/8	17000	10000	8000	3000
<b>Stag</b>	dhc	1970-77	2997/8	30000	20000	12000	3500
<b>2000/2500S 2.5PI</b>	sal/est	1963-77	1998/6	20000	12500	7000	2000
	sal/est	1968-77	2498/6	25000	15000	9000	2500
<b>1300 &amp; 1500 Toledo &amp; Dolomite</b>	saloon	1965-73	1296/4	5500	3000	2000	1000
<b>Dolomite Sprint</b>	saloon	1970-81	1493/4	6500	4500	3500	1000
	saloon	1973-81	1998/4	25000	14500	8000	2000
<b>Acclaim</b>	saloon	1981-84	1335/4	4500	3000	2000	1000
<b>Bond GT 2+2</b>	fhc	1963-64	1147/4	9000	6500	4500	1000
<b>Bond GT4S &amp; 1300</b>	fhc	1964-70	1147/1298/4	6000	4000	4500	1000
<b>Bond Equipe 2L</b>	fhc	1967-70	1998/6	8000	5600	3800	1000
	dhc	1968-70	1998/6	9000	6500	4500	1000

**N.B. - Definitions** (i.e. Concours, A1+, A1/S Serviceable, P Project/Rebuild, etc.) **as per Valuation Form.**

**Please remember originality and rarity will always add to value**

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

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

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

**Fibreglass panels:** Highest value A1 in car category (except Bonds!)

**Above Values Revised as of 01/02/2021**





TR 4/4A/5/250/6

BERNARD LITTLEWOOD [tr4-tr6@tssc.org.uk](mailto:tr4-tr6@tssc.org.uk)

## Andy Luckhurst's Postscript

Andy has, like all of us, has not been able to use his TR as he would have wanted since the engine work, but he was able to legally take part in a run last September and kindly sent me this "Post Script", thanks Andy & let us hope that we are all able to use our cars a lot more in 2021.

"You'll be glad to know that on a lovely sunny Sunday the 13th September, my TR4 took part in its first (and last for

2020) run with the TSSC North Devon Area.

The day started off quite cold, but by the time we reached the outskirts of Lynton it was sunny and the soft-top came off for the rest of the day.

I had experienced several teething issues before the event, and for a while I wondered whether I was going to make it. The previous day I managed to break down - twice. Once on the way to the petrol station when I ran out of fuel (luckily, I had taken a can of fuel with me as I suspected it might happen) and again when I reached the fuel station.

The problem turned out to be a sticky piston in one of the carburettors.

I also broke down during the run, just before we got to Lynton.

Fortunately, it was a minor issue - part of the



TR4 at Lynton

throttle linkage had worked loose and I had it sorted in 2 minutes, with my friends Malcolm and Mandy directing cars behind me.

I still have many niggles to sort, but that is hardly surprising on a car that hasn't been on the road since the eighties. By next spring I'm hopeful that I will have sorted most of them out and fitted my interior.

The car drove brilliantly apart from an ongoing issue with the clutch, which I hope is just hydraulics. It made selecting gears difficult when starting off, but once I was going it wasn't a big problem. The engine pulls brilliantly and it was wonderful to be back in an open-top car for the first time in seventeen years!"

Andy

**Whether rebuilt or not, wet liners' are hot!**

Bern



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## Caveat Emptor

You boys and girls out there probably know me well enough by now to guess my Ebay saved searches, and it was one of these that recently brought to my attention a car for sale. As soon as I saw it I had a very serious attack of nostalgia.

I recognised the car, and it took me straight back to 1992.

The car was the red Midge MOO846J... but why 1992? Well, that was the first year of a car event called Triumph Specials Day. The TSD was just that, a meet for all Triumph-based kit cars and specials, it was held at the world famous Brooklands museum in Surrey, and it was organised by me.

It was a good day, lovely weather and a pretty healthy turn out for an inaugural event, almost 30 kits and specials. The most numerous type, with eight examples joining through the day, was the JC Midge. And one of these was MOO846J, then owned by a **Richard Hawke**. Richard had his dad with him, who wasn't in



the passenger seat, but in his own Midge. I got to know these two cars, as I met them a few more times, including at our South of England meet.



I reproduce here two of my photos from the event, a general view of some of the participant cars, with the evocative banking as a





back drop and a classic of three Midges posing on the famous Brooklands banking. Richard's MOO846J on the right, his dad's KGU736D in the middle and Chris Bird's BEA465J on the left.

The white car near the centre of my general view is a Douglas TF, the then company demonstrator and the first Douglas TF in the country.

I organised two further TSDs at Brooklands, in 1993 and 1994, and then two more combined with a TSSC meet near Cambridge, in 1995 and 1996. Perhaps I should revive the event one day.

Back to MOO... it is looking a little tired in its Ebay listing, here is the seller's very concise blurb, reproduced verbatim, caps and all:



**"KIT CAR MGTD LOOK ALIKE BASED ON TRIUMPH HERALD 1300. RUNS AND DRIVES FREE TAX AND MOT NEEDS A GOOD CLEAN AND A BIT OF TLC BUT ALL THERE."**

Not very illuminating! As I write, the bidding has recently ended, the highest bid was £2,350, which apparently is under the seller's reserve. When the seller writes "free... MOT" I suppose he, his name is Mark Bull, is saying the car qualifies to be exempt from MOT; if you look up the car's MOT history on the web you will find something a bit interesting, it hasn't got an MOT history. That tells me either the DVLA electronic records are

not correct or that the car has not passed an MOT since electronic recording began, around 2006/7. That probably means it hasn't been road legal for a very long time, if I were thinking of buying it I would need to know how close it is to MOT standard, before handing over any money at all. I'd recommend the seller, if he wants to achieve top dollar, to put it through an MOT now.

The DVLC site suggests that it's road tax only ran out in September 2022; seems odd, but I suppose it could have been SORN'd, which I believe has to be renewed annually, I don't know for certain as I've never SORN'd a car. The car also still seems to be registered as a Triumph Herald.

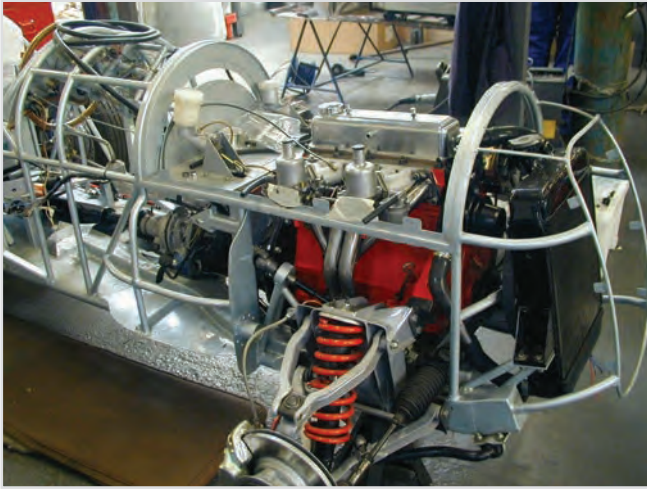
There is another familiar car currently up for sale on Ebay, a car known to me as the **Harcourt Special, MSU421**. This car, I can say unequivocally, is simply the best home-built,



Herald/Spitfire-based special I have ever seen, and, quite probably, the best ever home-built, Herald/Spitfire-based special. You can read a full account of this car in my column in September 2011 Courier, written by the car's creator, one highly talented man, **Martin Harcourt**.



Here is Martin's words in his Ebay advert, *"Unique one-off single-seat Spitfire Special - inspired by the 30s-style racers. I (an aeronautical engineer) created the car 20 years ago. The donor vehicle was a beyond saving 1968 Spitfire Mk3 and the beautiful polished aluminium body was formed on an English wheel. At the time of its creation all*



From the sublime to the faintly ridiculous, a third car currently up on Ebay, LOP929F. The heading is, "**Gentry MG replica kit car**" and the description is, "Most of the work has been done, I think it needs ignition to finish plus hood and a few bits. It's on a Triumph chassis with a Mini or Morris Minor engine. All five tyres are new. Engine runs well. Had someone working on it for me, but it has taken three years so far and I got fed up with all the excuses for not doing the work, so I'm going to let it go."

Oh dear. Here we have just about the biggest stretch of the well known, in kit car circles, phrase,

*mechanical / electrical items were fully restored or replaced; the car has covered only 6000 miles, it was shown a number of years ago at the NEC, where it caught the eye of Sir Stirling Moss, who spent 20 minutes with the car, and very graciously signed it. Too much to say about the car in this small space, but it is amazingly exciting to drive, especially with the overdrive. This is not a car for the shy and retiring, as you will be pretty much mobbed wherever you go! Only my increasing age / lack of flexibility forces a very reluctant sale. Should the unthinkable happen - the car has an Agreed Insurance Value of £45,000"*

Martin did put his car up for auction; the highest bid was apparently £17,800, which seemingly wasn't enough, as he has now relisted it as a classified, with an asking price of £24,500.

This is a punchy price for a home-built, Herald-based car, but if any home - built, Herald-based car is worth that money, this one is that car.





"Most of the work has been done".

Look at the photos, you go through in your minds what is needed to get this car to a good looking and road legal standard. What's more, I can say, with 95% certainty, that the car is not a Gentry, it is a Douglas.

How can I tell? It's the one-piece, rear-hinged bonnet; Gentrys follow the MG TF style of a split bonnet, joined by piano hinge. The embossed "Spartan" on the spare wheel boss is just a red herring.

And isn't that just about the worst



red Triumph, DVLA as a "Triumph Unknown", with no MOT history.

As I write the auction has three days to go, with the highest bid at £1,220. You'd need to be pretty brave to take on this project; I'm not saying that a good car could not be achieved, but you'd need to be prepared to put in the hours, and more money. There is one thing I strongly recommend any prospective buyer to do, talk to DVLC and DVLA to make sure it can be legally registered for the UK roads.

Trevor

dashboard you've ever seen? And of course it is not properly registered, DVLC having it as a



## WINTER PRODUCT

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### Car De-Humidifier

Reusable in car dehumidifier, this handy little product will help those with cars that have misted up windows.

When Spot turns pink just pop it in the microwave for 6 minutes and it is ready to use again and again.

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# STAG

PHIL WILLSON [stag@tssc.org.uk](mailto:stag@tssc.org.uk)

## Electrical Miscellany

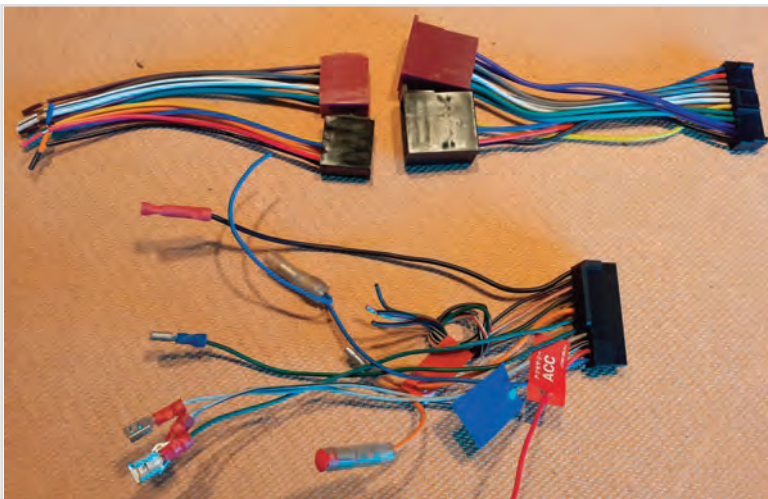
One of the things I observed in an earlier article was the poor quality of electrical work that I've seen on classic cars over the years.

I don't mind a bit of untidiness or even use of wrongly coloured wires.

The main problems are poor quality connections or too small a gauge of wire for the current being drawn. Both of these can lead to unreliability and even electrical fires and yet are easily avoided with a bit of care. My 'new' Stag was no exception, unfortunately, and neither was the last one.

On the face of it, the electrical work carried out when the car was reassembled after the extensive restoration was ok – until I touched it.

On several occasions I only had to touch a crimped connector and a wire would fall out. For the most part I have tidied up the wiring and fitted new crimps, ensuring that each is very secure. That goes for the new wiring as well. Where accessible I have also soldered the connectors for extra security but this is only possible on certain types of spade connector and the brass bullet connectors. One item that needed a bit



**Pic 1. Old, below, versus new, correct loom**

more work was the radio/cassette unit. When I slid it out of its frame it automatically disconnected the main multiway connector because the wiring was too short. When originally supplied, the ends of the cable would have had two 8-pin ISO standard connectors fitted. These should have then mated to two more that then connected to the car's wiring. (Photo 1, upper) However, presumably the owner couldn't be bothered to get the second cable (easily available from Halfords etc.) and just chopped the two ISOs off to make the connections directly (Photo 1, lower). It must have been one hell of a fiddle to somehow get the radio back into its slot and push the multiplug into it as the wires were so short.

Anyway, the problem was easily solved by going on eBay ([traderjt.audio-stereospares](https://www.ebay.co.uk/str/traderjt)) and buying the 16-pin standard ISO harness and the specific connector for my Pioneer unit. Total cost £10.98. The wiring is now about 6 inches longer than previously so I can easily connect to the back of the radio/cassette before sliding it back into its frame. How you connect the wires at the other end is up to you. You can use spades, bullets or whatever. I chose to use a connecting block (aka 'chocolate block') with screw terminals. It's a bit bulky but it makes wiring easier as far as I am concerned.

Again, make sure that all connections are sound (pun intended).

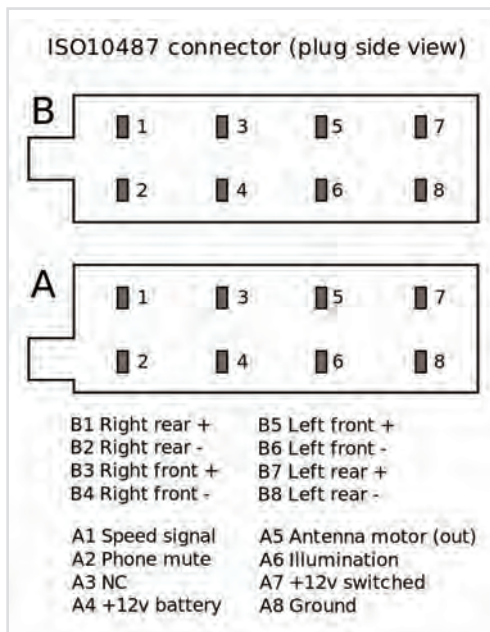


**Pic 2. New loom with connecting block**

The ISO standard for the connections is shown in picture 3 (Wikipedia). The standard allows for 2 front and 2 rear speakers. If your radio only has one pair of outputs then just use the front pair.

The most basic electrical connections are A7 and A8 with A7 being fed from an ignition controlled source e.g. the accessory connection on the ignition switch (white wire with pink stripe) and A8 to a good body ground.

If your unit is a bit more modern and has a memory store for programmed stations then you must connect pin A4 to a permanent live source. Finally, if you have an electrically retractable aerial then you connect that feed to A5.



**Pic 3. ISO connections (from Wikipedia)**

## Headlamps

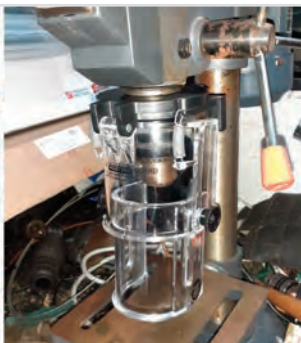
Needless to say, following January's change in MOT rules, I have not installed my H4 LED units. What I plan to do sometime is modify the wiring so that the main electrical load is taken off the main light switch and indicator stalk and instead fed through good quality relays. The original wiring from the

switches will then be used just to operate the relays, reducing the load on the main switch from over 20 amps on main beam down to just a few hundred milliamps.

There was a Stag Register article about this about 3 years ago using information supplied by Danny Stroud, Scotland NE Area Organiser. You can find details on the excellent Grampian Stags website ([www.grampianstags.net](http://www.grampianstags.net)) that I have mentioned before. This site is a treasure trove of helpful articles and well worth a look. In this case, go into the Technical section and look at "[Alan's Headlight Upgrade](#)" and "[Danny's Headlight Upgrade](#)". While you're there why not mosey around the rest of the site.

## Safety Drill

Not specifically Stag related but close, I have been reorganising my garage/workshop to get a bit more space and make things easier to find. I resurrected my Clarkes drill press from the garden shed in order to replace the rather more basic Black and Decker drill and stand. This reminded me that I needed to replace the drill guard which had broken very soon after purchase. The original cheap and cheerful item is found on many such drills and really isn't up to the job. Direct replacements are available for around the £20 mark and will last as long as the original – i.e. not long in my case. So I decided to look further into it and found a product made by a British company called Silvaflame-Cleervue Company Ltd which is based in Cannock. They have been around for 75 years and manufacture safety guards for all manner of workshop machinery, including the type of drill press I have. I bought their BT/2 drill guard with a 40mm mounting hole to match the collar on my machine. The new one is made of polycarbonate rather than the original Perspex so it has more impact resistance and it works so much more smoothly too. I purchased via eBay, trader



qualify for a card from Her Majesty) and one of the cards I received can be seen in picture 5. It's from a homemade range by the artist/proprietor at [Blue Hedgehog Designs](#) and is available in blue, red, orange and yellow via [etsy.com](#) if you're interested.

Here's hoping we can be released from our lockdown prisons soon!

Phil

#### Pic 4. Old (broken) and new drill guard

'jasna\_33', and it cost less than £60 including postage. See old and new in photo 4. I don't mind paying more for a considerably better product especially where safety is concerned.

**Martin Marrison** (my predecessor as Register Secretary) tells me that he has bought a pair of **Tony Hart's Handbrake Enhancers** and will let me know how he gets on.

I bought some for my previous Stag but didn't get around to fitting them so I'll be interested to see what he thinks of them.

#### Birthday Boy

Finally, I celebrated a special birthday recently (I'm officially quite ancient now but still don't



## Have you checked Yours?

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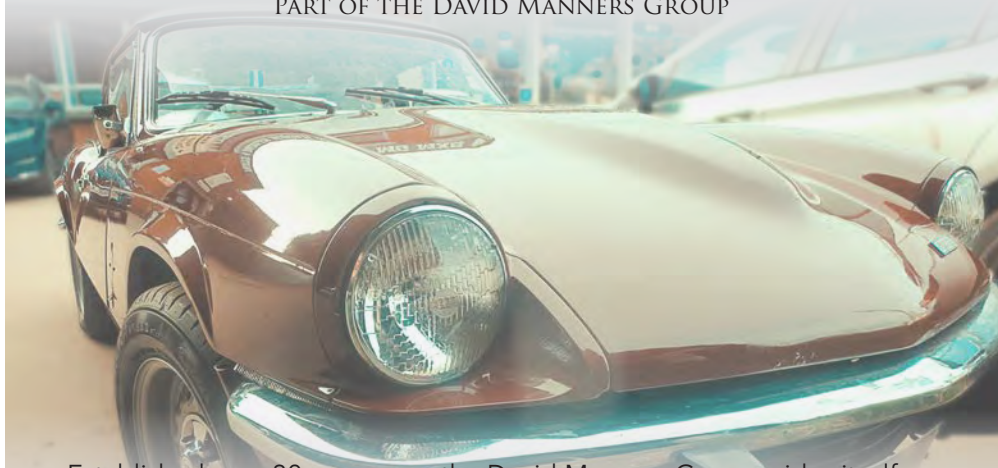






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ANDY COOK [gt6@tssc.org.uk](mailto:gt6@tssc.org.uk)

# GT6 Marketing Collateral

Many thanks to German GT6 owner Ralf Wommer for providing the article below. Not only is Ralf an enthusiastic GT6 owner but he is also an avid collector of GT6 and other Triumph brochures, prices lists etc.

Ralf has listed and provided the Triumph reference numbers from his brochure, price list and colour/trim pamphlet collection used through the versions of GT6 in various markets. There are also a few pictures extracted as examples.

## Brochures GT6 Mk1



Triumph GT6-Born in Le Mans

Front page of brochure 374/1066/UK

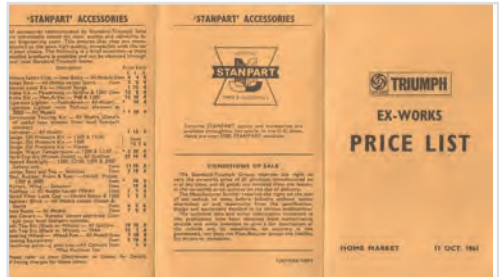
374/1066/UK  
374-1166-EXP  
374-1067-UK  
374-568-EXP



Triumph GT6

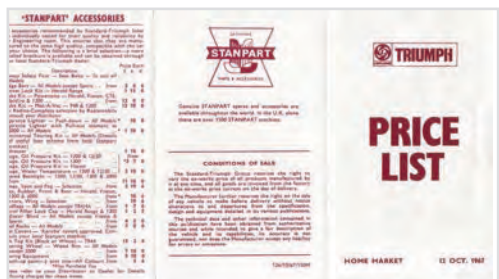
Front page of brochure 374-568-EXP

## Pricelists GT6 Mk1



Black Print on Tan background Home Market  
Price list from October 1967 covering MK1 GT6

126/10/66/100M	17th OCT 1966
126/1/67/50M	1st JAN 1967
126/3/67/50M	9th MAR 1967
126/10/67/150M	12th OCT 1967
126/10/67/150M	6th NOV 1967
126/2/68/50M	20th MAR 1968
126/4/68/50M	25th APR 1968
126/6/68/50M	1st JUL 1968



<b>TRIUMPH 300 SALOON</b> 2.0 Litre 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7	<b>TRIUMPH 1000 SALOON</b> 2.0 Litre 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7	<b>TRIUMPH T16</b> 1.6 Litre 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7
<b>TRIUMPH 200 ESTATE CAR</b> 2.0 Litre 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7	<b>TRIUMPH 1200 TWIN-CAR</b> 1200 cc 2 2 107 10 7 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7	<b>TRIUMPH T16</b> 1.6 Litre 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7
<b>TRIUMPH 1500 VITSESS SALOON</b> 1500 cc 2 2 107 10 7 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7	<b>TRIUMPH SPITFIRE MARK 3</b> 1000 cc 2 2 107 10 7 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7	<b>TRIUMPH HERALD 1200 SALOON</b> 1200 cc 2 2 107 10 7 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7
<b>TRIUMPH 1500 VITSESS CONVERTIBLE</b> 1500 cc 2 2 107 10 7 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7	<b>TRIUMPH SPITFIRE MARK 3</b> 1000 cc 2 2 107 10 7 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7	<b>TRIUMPH HERALD 1200 SALOON</b> 1200 cc 2 2 107 10 7 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7

<b>TRIUMPH 300 SALOON</b> 2.0 Litre 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7	<b>TRIUMPH 1000 SALOON</b> 2.0 Litre 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7	<b>TRIUMPH T16</b> 1.6 Litre 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7	<b>TRIUMPH HERALD</b> 1.2 Litre 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7
<b>TRIUMPH 200 ESTATE CAR</b> 2.0 Litre 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7	<b>TRIUMPH 1200 TWIN-CAR</b> 1200 cc 2 2 107 10 7 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7	<b>TRIUMPH T16</b> 1.6 Litre 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7	<b>TRIUMPH HERALD</b> 1.2 Litre 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7
<b>TRIUMPH 1500 VITSESS SALOON</b> 1500 cc 2 2 107 10 7 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7	<b>TRIUMPH SPITFIRE MARK 3</b> 1000 cc 2 2 107 10 7 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7	<b>TRIUMPH HERALD 1200 SALOON</b> 1200 cc 2 2 107 10 7 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7	<b>TRIUMPH VITSESS 2-Litre</b> 2.0 Litre 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7
<b>TRIUMPH 1500 VITSESS CONVERTIBLE</b> 1500 cc 2 2 107 10 7 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7	<b>TRIUMPH SPITFIRE MARK 3</b> 1000 cc 2 2 107 10 7 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7	<b>TRIUMPH HERALD 1200 SALOON</b> 1200 cc 2 2 107 10 7 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7	<b>TRIUMPH VITSESS 2-Litre</b> 2.0 Litre 1966 2 2 107 10 7 1967 2 2 107 10 7 1968 2 2 107 10 7 1969 2 2 107 10 7 1970 2 2 107 10 7

## Maroon Print on White background Home Market Price List from October 1967 covering GT6 Mk1

### Colour Trim Pamphlets GT6 Mk

**TRIUMPH COLOUR RANGES**

TRIUMPH 1500, TRIUMPH 1000, TRIUMPH T16, TRIUMPH SPITFIRE MARK 3, TRIUMPH HERALD 1200, TRIUMPH VITSESS 2-Litre.

**TRIUMPH COLOUR RANGES**

TRIUMPH 1500, TRIUMPH 1000, TRIUMPH T16, TRIUMPH SPITFIRE MARK 3, TRIUMPH HERALD 1200, TRIUMPH VITSESS 2-Litre.

(Detail)

GT6 Mk1 and other models from Sept. 1968

Brochures GT6 Mk2

**TRIUMPH COLOUR RANGES**

TRIUMPH 1500, TRIUMPH 1000, TRIUMPH T16, TRIUMPH SPITFIRE MARK 3, TRIUMPH HERALD 1200, TRIUMPH VITSESS 2-Litre.

Gt6 Mk1 and other models from Oct. 1966  
 269/1066/U.K./100m.    269/967/U.K./50m.  
 269/1167/U.K./50m.    269/1267/U.K./50m.  
 269/468/U.K./50m.    269/668/U.K./50m.  
 269/968/U.K./25m.

**TRIUMPH COLOUR RANGES**

TRIUMPH 1500, TRIUMPH 1000, TRIUMPH T16, TRIUMPH SPITFIRE MARK 3, TRIUMPH HERALD 1200, TRIUMPH VITSESS 2-Litre.

**NEW TRIUMPH GT6 Mk2**  
**MORE STING IN THE ENGINE**  
**MORE CLING IN THE TAIL**

MRW 998G

Front page of brochure 402/469/UK



402/968/UK. ENG. 402/1268/UK. ENG.  
402/469/UK. ENG. 422/969/UK. ENG.

126/10/69/50M  
126/2/70/50M  
126/6/70/25M  
126/6/70/50M  
126/10/70/100M  
126/10/70/100M


14th OCT 1969  
23rd FEB 1970  
9th JUN 1970  
29th JUN 1970  
4th OCT 1970  
27th OCT 1970

## TRIUMPH GT6 MK2




## Front Page of Brochure 422/969/UK

## Pricelists GT6 Mk2



Discover STAMPART design and accessories, available in the STAMPART stores in the U.S. phone stores and over Fax (STAMPART service).



# PRICE LIST

**STAMPART AND TRUMPH ACCESSORIES**

An extensive assortment by Triumph and Stampart are continuously refined for their quality and reliability for the motorcycle rider. Each model is designed for the perfect use and maximum safety. The following is a brief selection - more detailed brochures are available, and can be obtained upon request from Stampart.

(Continued)

<p>Accessories for the 125 cc. and 160 cc. models:</p> <p>Headlight: 125 cc. models 1982-83 \$ 10.00</p> <p>Headlight: 160 cc. models 1982-83 \$ 10.00</p> <p>Headlight: 160 cc. models 1984-85 \$ 10.00</p> <p>Headlight: 160 cc. models 1986-87 \$ 10.00</p> <p>Headlight: 160 cc. models 1988-89 \$ 10.00</p> <p>Headlight: 160 cc. models 1990-91 \$ 10.00</p> <p>Headlight: 160 cc. models 1992-93 \$ 10.00</p> <p>Headlight: 160 cc. models 1994-95 \$ 10.00</p> <p>Headlight: 160 cc. models 1996-97 \$ 10.00</p> <p>Headlight: 160 cc. models 1998-99 \$ 10.00</p> <p>Headlight: 160 cc. models 2000-01 \$ 10.00</p> <p>Headlight: 160 cc. models 2002-03 \$ 10.00</p> <p>Headlight: 160 cc. models 2004-05 \$ 10.00</p> <p>Headlight: 160 cc. models 2006-07 \$ 10.00</p> <p>Headlight: 160 cc. models 2008-09 \$ 10.00</p> <p>Headlight: 160 cc. models 2010-11 \$ 10.00</p> <p>Headlight: 160 cc. models 2012-13 \$ 10.00</p> <p>Headlight: 160 cc. models 2014-15 \$ 10.00</p> <p>Headlight: 160 cc. models 2016-17 \$ 10.00</p> <p>Headlight: 160 cc. models 2018-19 \$ 10.00</p> <p>Headlight: 160 cc. models 2020-21 \$ 10.00</p> <p>Headlight: 160 cc. models 2022-23 \$ 10.00</p> <p>Headlight: 160 cc. models 2024-25 \$ 10.00</p> <p>Headlight: 160 cc. models 2026-27 \$ 10.00</p> <p>Headlight: 160 cc. models 2028-29 \$ 10.00</p> <p>Headlight: 160 cc. models 2030-31 \$ 10.00</p> <p>Headlight: 160 cc. models 2032-33 \$ 10.00</p> <p>Headlight: 160 cc. models 2034-35 \$ 10.00</p> <p>Headlight: 160 cc. models 2036-37 \$ 10.00</p> <p>Headlight: 160 cc. models 2038-39 \$ 10.00</p> <p>Headlight: 160 cc. models 2040-41 \$ 10.00</p> <p>Headlight: 160 cc. models 2042-43 \$ 10.00</p> <p>Headlight: 160 cc. models 2044-45 \$ 10.00</p> <p>Headlight: 160 cc. models 2046-47 \$ 10.00</p> <p>Headlight: 160 cc. models 2048-49 \$ 10.00</p> <p>Headlight: 160 cc. models 2050-51 \$ 10.00</p> <p>Headlight: 160 cc. models 2052-53 \$ 10.00</p> <p>Headlight: 160 cc. models 2054-55 \$ 10.00</p> <p>Headlight: 160 cc. models 2056-57 \$ 10.00</p> <p>Headlight: 160 cc. models 2058-59 \$ 10.00</p> <p>Headlight: 160 cc. models 2060-61 \$ 10.00</p> <p>Headlight: 160 cc. models 2062-63 \$ 10.00</p> <p>Headlight: 160 cc. models 2064-65 \$ 10.00</p> <p>Headlight: 160 cc. models 2066-67 \$ 10.00</p> <p>Headlight: 160 cc. models 2068-69 \$ 10.00</p> <p>Headlight: 160 cc. models 2070-71 \$ 10.00</p> <p>Headlight: 160 cc. models 2072-73 \$ 10.00</p> <p>Headlight: 160 cc. models 2074-75 \$ 10.00</p> <p>Headlight: 160 cc. models 2076-77 \$ 10.00</p> <p>Headlight: 160 cc. models 2078-79 \$ 10.00</p> <p>Headlight: 160 cc. models 2080-81 \$ 10.00</p> <p>Headlight: 160 cc. models 2082-83 \$ 10.00</p> <p>Headlight: 160 cc. models 2084-85 \$ 10.00</p> <p>Headlight: 160 cc. models 2086-87 \$ 10.00</p> <p>Headlight: 160 cc. models 2088-89 \$ 10.00</p> <p>Headlight: 160 cc. models 2090-91 \$ 10.00</p> <p>Headlight: 160 cc. models 2092-93 \$ 10.00</p> <p>Headlight: 160 cc. models 2094-95 \$ 10.00</p> <p>Headlight: 160 cc. models 2096-97 \$ 10.00</p> <p>Headlight: 160 cc. models 2098-99 \$ 10.00</p> <p>Headlight: 160 cc. models 2100-01 \$ 10.00</p> <p>Headlight: 160 cc. models 2102-03 \$ 10.00</p> <p>Headlight: 160 cc. models 2104-05 \$ 10.00</p> <p>Headlight: 160 cc. models 2106-07 \$ 10.00</p> <p>Headlight: 160 cc. models 2108-09 \$ 10.00</p> <p>Headlight: 160 cc. models 2110-11 \$ 10.00</p> <p>Headlight: 160 cc. models 2112-13 \$ 10.00</p> <p>Headlight: 160 cc. models 2114-15 \$ 10.00</p> <p>Headlight: 160 cc. models 2116-17 \$ 10.00</p> <p>Headlight: 160 cc. models 2118-19 \$ 10.00</p> <p>Headlight: 160 cc. models 2120-21 \$ 10.00</p> <p>Headlight: 160 cc. models 2122-23 \$ 10.00</p> <p>Headlight: 160 cc. models 2124-25 \$ 10.00</p> <p>Headlight: 160 cc. models 2126-27 \$ 10.00</p> <p>Headlight: 160 cc. models 2128-29 \$ 10.00</p> <p>Headlight: 160 cc. models 2130-31 \$ 10.00</p> <p>Headlight: 160 cc. models 2132-33 \$ 10.00</p> <p>Headlight: 160 cc. models 2134-35 \$ 10.00</p> <p>Headlight: 160 cc. models 2136-37 \$ 10.00</p> <p>Headlight: 160 cc. models 2138-39 \$ 10.00</p> <p>Headlight: 160 cc. models 2140-41 \$ 10.00</p> <p>Headlight: 160 cc. models 2142-43 \$ 10.00</p> <p>Headlight: 160 cc. models 2144-45 \$ 10.00</p> <p>Headlight: 160 cc. models 2146-47 \$ 10.00</p> <p>Headlight: 160 cc. models 2148-49 \$ 10.00</p> <p>Headlight: 160 cc. models 2150-51 \$ 10.00</p> <p>Headlight: 160 cc. models 2152-53 \$ 10.00</p> <p>Headlight: 160 cc. models 2154-55 \$ 10.00</p> <p>Headlight: 160 cc. models 2156-57 \$ 10.00</p> <p>Headlight: 160 cc. models 2158-59 \$ 10.00</p> <p>Headlight: 160 cc. models 2160-61 \$ 10.00</p> <p>Headlight: 160 cc. models 2162-63 \$ 10.00</p> <p>Headlight: 160 cc. models 2164-65 \$ 10.00</p> <p>Headlight: 160 cc. models 2166-67 \$ 10.00</p> <p>Headlight: 160 cc. models 2168-69 \$ 10.00</p> <p>Headlight: 160 cc. models 2170-71 \$ 10.00</p> <p>Headlight: 160 cc. models 2172-73 \$ 10.00</p> <p>Headlight: 160 cc. models 2174-75 \$ 10.00</p> <p>Headlight: 160 cc. models 2176-77 \$ 10.00</p> <p>Headlight: 160 cc. models 2178-79 \$ 10.00</p> <p>Headlight: 160 cc. models 2180-81 \$ 10.00</p> <p>Headlight: 160 cc. models 2182-83 \$ 10.00</p> <p>Headlight: 160 cc. models 2184-85 \$ 10.00</p> <p>Headlight: 160 cc. models 2186-87 \$ 10.00</p> <p>Headlight: 160 cc. models 2188-89 \$ 10.00</p> <p>Headlight: 160 cc. models 2190-91 \$ 10.00</p> <p>Headlight: 160 cc. models 2192-93 \$ 10.00</p> <p>Headlight: 160 cc. models 2194-95 \$ 10.00</p> <p>Headlight: 160 cc. models 2196-97 \$ 10.00</p> <p>Headlight: 160 cc. models 2198-99 \$ 10.00</p> <p>Headlight: 160 cc. models 2200-01 \$ 10.00</p> <p>Headlight: 160 cc. models 2202-03 \$ 10.00</p> <p>Headlight: 160 cc. models 2204-05 \$ 10.00</p> <p>Headlight: 160 cc. models 2206-07 \$ 10.00</p> <p>Headlight: 160 cc. models 2208-09 \$ 10.00</p> <p>Headlight: 160 cc. models 2210-11 \$ 10.00</p> <p>Headlight: 160 cc. models 2212-13 \$ 10.00</p> <p>Headlight: 160 cc. models 2214-15 \$ 10.00</p> <p>Headlight: 160 cc. models 2216-17 \$ 10.00</p> <p>Headlight: 160 cc. models 2218-19 \$ 10.00</p>
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## Saloon Cars

### Triumph TR6 Mk. 2

Model	Price	Engine	Power
Standard	1,775	2.0	72
SE	1,975	2.0	72
SEi	2,175	2.0	72
SEi 16V	2,375	2.0	100
SEi 16V 4x4	2,575	2.0	100
SEi 16V 4x4	2,775	2.0	100
SEi 16V 4x4	2,975	2.0	100
SEi 16V 4x4	3,175	2.0	100
SEi 16V 4x4	3,375	2.0	100
SEi 16V 4x4	3,575	2.0	100
SEi 16V 4x4	3,775	2.0	100
SEi 16V 4x4	3,975	2.0	100
SEi 16V 4x4	4,175	2.0	100
SEi 16V 4x4	4,375	2.0	100
SEi 16V 4x4	4,575	2.0	100
SEi 16V 4x4	4,775	2.0	100
SEi 16V 4x4	4,975	2.0	100
SEi 16V 4x4	5,175	2.0	100
SEi 16V 4x4	5,375	2.0	100
SEi 16V 4x4	5,575	2.0	100
SEi 16V 4x4	5,775	2.0	100
SEi 16V 4x4	5,975	2.0	100
SEi 16V 4x4	6,175	2.0	100
SEi 16V 4x4	6,375	2.0	100
SEi 16V 4x4	6,575	2.0	100
SEi 16V 4x4	6,775	2.0	100
SEi 16V 4x4	6,975	2.0	100
SEi 16V 4x4	7,175	2.0	100
SEi 16V 4x4	7,375	2.0	100
SEi 16V 4x4	7,575	2.0	100
SEi 16V 4x4	7,775	2.0	100
SEi 16V 4x4	7,975	2.0	100
SEi 16V 4x4	8,175	2.0	100
SEi 16V 4x4	8,375	2.0	100
SEi 16V 4x4	8,575	2.0	100
SEi 16V 4x4	8,775	2.0	100
SEi 16V 4x4	8,975	2.0	100
SEi 16V 4x4	9,175	2.0	100
SEi 16V 4x4	9,375	2.0	100
SEi 16V 4x4	9,575	2.0	100
SEi 16V 4x4	9,775	2.0	100
SEi 16V 4x4	9,975	2.0	100
SEi 16V 4x4	10,175	2.0	100
SEi 16V 4x4	10,375	2.0	100
SEi 16V 4x4	10,575	2.0	100
SEi 16V 4x4	10,775	2.0	100
SEi 16V 4x4	10,975	2.0	100
SEi 16V 4x4	11,175	2.0	100
SEi 16V 4x4	11,375	2.0	100
SEi 16V 4x4	11,575	2.0	100
SEi 16V 4x4	11,775	2.0	100
SEi 16V 4x4	11,975	2.0	100
SEi 16V 4x4	12,175	2.0	100
SEi 16V 4x4	12,375	2.0	100
SEi 16V 4x4	12,575	2.0	100
SEi 16V 4x4	12,775	2.0	100
SEi 16V 4x4	12,975	2.0	100
SEi 16V 4x4	13,175	2.0	100
SEi 16V 4x4	13,375	2.0	100
SEi 16V 4x4	13,575	2.0	100
SEi 16V 4x4	13,775	2.0	100
SEi 16V 4x4	13,975	2.0	100
SEi 16V 4x4	14,175	2.0	100
SEi 16V 4x4	14,375	2.0	100
SEi 16V 4x4	14,575	2.0	100
SEi 16V 4x4	14,775	2.0	100
SEi 16V 4x4	14,975	2.0	100
SEi 16V 4x4	15,175	2.0	100
SEi 16V 4x4	15,375	2.0	100
SEi 16V 4x4	15,575	2.0	100
SEi 16V 4x4	15,775	2.0	100
SEi 16V 4x4	15,975	2.0	100
SEi 16V 4x4	16,175	2.0	100
SEi 16V 4x4	16,375	2.0	100
SEi 16V 4x4	16,575	2.0	100
SEi 16V 4x4	16,775	2.0	100
SEi 16V 4x4	16,975	2.0	100
SEi 16V 4x4	17,175	2.0	100
SEi 16V 4x4	17,375	2.0	100
SEi 16V 4x4	17,575	2.0	100
SEi 16V 4x4	17,775	2.0	100
SEi 16V 4x4	17,975	2.0	100
SEi 16V 4x4	18,175	2.0	100
SEi 16V 4x4	18,375	2.0	100
SEi 16V 4x4	18,575	2.0	100
SEi 16V 4x4	18,775	2.0	100
SEi 16V 4x4	18,975	2.0	100
SEi 16V 4x4	19,175	2.0	100
SEi 16V 4x4	19,375	2.0	100
SEi 16V 4x4	19,575	2.0	100
SEi 16V 4x4	19,775	2.0	100
SEi 16V 4x4	19,975	2.0	100
SEi 16V 4x4	20,175	2.0	100
SEi 16V 4x4	20,375	2.0	100
SEi 16V 4x4	20,575	2.0	100
SEi 16V 4x4	20,775	2.0	100
SEi 16V 4x4	20,975	2.0	100
SEi 16V 4x4	21,175	2.0	100
SEi 16V 4x4	21,375	2.0	100
SEi 16V 4x4	21,575	2.0	100
SEi 16V 4x4	21,775	2.0	100
SEi 16V 4x4	21,975	2.0	100
SEi 16V 4x4	22,175	2.0	100
SEi 16V 4x4	22,375	2.0	100
SEi 16V 4x4	22,575	2.0	100
SEi 16V 4x4	22,775	2.0	100
SEi 16V 4x4	22,975	2.0	100
SEi 16V 4x4	23,175	2.0	100
SEi 16V 4x4	23,375	2.0	100
SEi 16V 4x4	23,575	2.0	100
SEi 16V 4x4	23,775	2.0	100
SEi 16V 4x4	23,975	2.0	100
SEi 16V 4x4	24,175	2.0	100
SEi 16V 4x4	24,375	2.0	100
SEi 16V 4x4	24,575	2.0	100
SEi 16V 4x4	24,775	2.0	100
SEi 16V 4x4	24,975	2.0	100
SEi 16V 4x4	25,175	2.0	100
SEi 16V 4x4	25,375	2.0	100
SEi 16V 4x4	25,575	2.0	100
SEi 16V 4x4	25,775	2.0	100
SEi 16V 4x4	25,975	2.0	100
SEi 16V 4x4	26,175	2.0	100
SEi 16V 4x4	26,375	2.0	100
SEi 16V 4x4	26,575	2.0	100
SEi 16V 4x4	26,775	2.0	100
SEi 16V 4x4	26,975	2.0	100
SEi 16V 4x4	27,175	2.0	100
SEi 16V 4x4	27,375	2.0	100
SEi 16V 4x4	27,575	2.0	100
SEi 16V 4x4	27,775	2.0	100
SEi 16V 4x4	27,975	2.0	100
SEi 16V 4x4	28,175	2.0	100
SEi 16V 4x4	28,375	2.0	100
SEi 16V 4x4	28,575	2.0	100
SEi 16V 4x4	28,775	2.0	100
SEi 16V 4x4	28,975	2.0	100
SEi 16V 4x4	29,175	2.0	100
SEi 16V 4x4	29,375	2.0	100
SEi 16V 4x4	29,575	2.0	100
SEi 16V 4x4	29,775	2.0	100
SEi 16V 4x4	29,975	2.0	100
SEi 16V 4x4	30,175	2.0	100
SEi 16V 4x4	30,375	2.0	100
SEi 16V 4x4	30,575	2.0	100
SEi 16V 4x4	30,775	2.0	100
SEi 16V 4x4	30,975	2.0	100
SEi 16V 4x4	31,175	2.0	100
SEi 16V 4x4	31,375	2.0	100
SEi 16V 4x4	31,575	2.0	100
SEi 16V 4x4	31,775	2.0	100
SEi 16V 4x4	31,975	2.0	100
SEi 16V 4x4	32,175	2.0	100
SEi 16V 4x4	32,375	2.0	100
SEi 16V 4x4	32,575	2.0	100
SEi 16V 4x4	32,775	2.0	100
SEi 16V 4x4	32,975	2.0	100
SEi 16V 4x4	33,175	2.0	100
SEi 16V 4x4	33,375	2.0	100
SEi 16V 4x4	33,575	2.0	100
SEi 16V 4x4	33,775	2.0	100
SEi 16V 4x4	33,975	2.0	100
SEi 16V 4x4	34,175	2.0	100
SEi 16V 4x4	34,375	2.0	100
SEi 16V 4x4	34,575	2.0	100
SEi 16V 4x4	34,775	2.0	100
SEi 16V 4x4	34,975	2.0	100
SEi 16V 4x4	35,175	2.0	100
SEi 16V 4x4	35,375	2.0	100
SEi 16V 4x4	35,575	2.0	100
SEi 16V 4x4	35,775	2.0	100
SEi 16V 4x4	35,975	2.0	100
SEi 16V 4x4	36,175	2.0	100
SEi 16V 4x4	36,375	2.0	100
SEi 16V 4x4	36,575	2.0	100
SEi 16V 4x4	36,775	2.0	100
SEi 16V 4x4	36,975	2.0	100
SEi 16V 4x4	37,175	2.0	100
SEi 16V 4x4	37,375	2.0	100
SEi 16V 4x4	37,575	2.0	100
SEi 16V 4x4	37,775	2.0	100
SEi 16V 4x4	37,975	2.0	100
SEi 16V 4x4	38,175	2.0	100
SEi 16V 4x4	38,375	2.0	100
SEi 16V 4x4	38,575	2.0	100
SEi 16V 4x4	38,775	2.0	100
SEi 16V 4x4	38,975	2.0	100
SEi 16V 4x4	39,175	2.0	100
SEi 16V 4x4	39,375	2.0	100
SEi 16V 4x4	39,575	2.0	100
SEi 16V 4x4	39,775	2.0	100
SEi 16V 4x4	39,975	2.0	100
SEi 16V 4x4	40,175	2.0	100
SEi 16V 4x4	40,375	2.0	100
SEi 16V 4x4	40,575	2.0	100
SEi 16V 4x4	40,775	2.0	100
SEi 16V 4x4	40,975	2.0	100
SEi 16V 4x4	41,175	2.0	100
SEi 16V 4x4	41,375	2.0	100
SEi 16V 4x4	41,575	2.0	100
SEi 16V 4x4	41,775	2.0	100
SEi 16V 4x4	41,975	2.0	100
SEi 16V 4x4	42,175	2.0	100
SEi 16V 4x4	42,375	2.0	100
SEi 16V 4x4	42,575	2.0	100
SEi 16V 4x4	42,775	2.0	100
SEi 16V 4x4	42,975	2.0	100
SEi 16V 4x4	43,175	2.0	100
SEi 16V 4x4	43,375	2.0	100
SEi 16V 4x4	43,575	2.0	100
SEi 16V 4x4	43,775	2.0	100
SEi 16V 4x4	43,975	2.0	100
SEi 16V 4x4	44,175	2.0	100
SEi 16V 4x4	44,375	2.0	100
SEi 16V 4x4	44,575	2.0	100
SEi 16V 4x4	44,775	2.0	100
SEi 16V 4x4	44,975	2.0	100
SEi 16V 4x4	45,175	2.0	100
SEi 16V 4x4	45,375	2.0	100
SEi 16V 4x4	45,575	2.0	100
SEi 16V 4x4	45,775	2.0	100
SEi 16V 4x4	45,975	2.0	100
SEi 16V 4x4	46,175	2.0	100
SEi 16V 4x4	46,375	2.0	100
SEi 16V 4x4	46,575	2.0	100
SEi 16V 4x4	46,775	2.0	100
SEi 16V 4x4	46,975	2.0	100
SEi 16V 4x4	47,175	2.0	100
SEi 16V 4x4	47,375	2.0	100
SEi 16V 4x4	47,575	2.0	100
SEi 16V 4x4	47,775	2.0	100
SEi 16V 4x4	47,975	2.0	100
SEi 16V 4x4	48,175	2.0	100
SEi 16V 4x4	48,375	2.0	100
SEi 16V 4x4	48,575	2.0	100
SEi 16V 4x4	48,775	2.0	100
SEi 16V 4x4	48,975	2.0	100
SEi 16V 4x4	49,175	2.0	100
SEi 16V 4x4	49,375	2.0	100
SEi 16V 4x4	49,575	2.0	100
SEi 16V 4x4	49,775	2.0	100
SEi 16V 4x4	49,975	2.0	100
SEi 16V 4x4	50,175	2.0	100
SEi 16V 4x4	50,375	2.0	100
SEi 16V 4x4	50,575	2.0	100
SEi 16V 4x4	50,775	2.0	100
SEi 16V 4x4	50,975	2.0	100
SEi 16V 4x4	51,175	2.0	100
SEi 16V 4x4	51,375	2.0	100
SEi 16V 4x4	51,575	2.0	100
SEi 16V 4x4	51,775	2.0	100
SEi 16V 4x4	51,975	2.0	100
SEi 16V 4x4	52,175	2.0	100
SEi 16V 4x4	52,375	2.0	100
SEi 16V 4x4	52,575	2.0	100
SEi 16V 4x4	52,775	2.0	100
SEi 16V 4x4	52		

## Purple Print on White Background Home Market Price List Covering GT6 MK2 from February 1970

## Colour Trim Pamphlets GT6 Mk2

404/162/ENG. 404/968/ENG.  
404/269/ENG. 404/769/ENG.  
404/969/ENG. 404/270/ENG.

**TRIUMPH**  
COLOUR RANGES

**TRIUMPH**

A black and white photograph of a hand holding a spray gun, with a fine mist of paint being emitted from the nozzle. The spray gun is a dual-cartridge model, with the word 'TRIUMPH' and '2500-11' visible on its body. The background is dark, making the spray gun and the mist stand out.

**Blue Print on Tan background Home Market  
Price List Covering both GT6Mk1 and MK2 from  
October 1968**

126/10/68/50M	11th OCT 1968
126/1/69/50M	15th JAN 1969
126/2/69/50M	17th FEB 1969

404/570/ENG.  
404/770/ENG.  
404/770/ENG.

## Red Folder Green Folder



Colour and Trim Pamphlet covering GT6 Mk2  
and other models from September 1969

## Brochures GT6 Mk3



Number-Plate: SVC 394J

442/1070/ENG. J.H. 442/1270/ENG. J.H.  
442/1071/ENG. J.H. 442/172/ENG. J. H.  
442/572/ENG. J.H.

Picture Above - Front Page of Brochure  
442/572/ENG.J.H



Number-Plate: SVC 394L

Note that the although the front of brochures

listed below look similar to the earlier GT6 Mk3 brochures the number plate on the cover car has been doctored to change the J registration suffix to and L suffix. The brochure covers the facelifted (swing spring) model with cloth seats, headrests, Sundym windows etc.

T917/1272/ENG. J.H. T917/7.73/ENG. J.H.  
T917/11.73/ENG. J. H.

Picture Above - Front Page of Brochure  
T917/1272/ENG. J.H

## Pricelists GT6 Mk3



## Red Print on White background Home Market Price List Covering GT6 MK3 from May 1971

126/10/70/100M	27th OCT 1970
126/1/71/100M	11th JAN 1971
126/1/71/100M	3rd MAY 1971
126/7/71/50M	15th JUL 1971
126/7/71/100M	20th JUL 1971
126/8/71/50M	26th AUG 1971
469/1271/UK <N.P.Ltd.>	23/12 M (82828)
	6th JAN 1972
469/172/UK <N.P.Ltd.>	23/12 M (82670)
	10th JAN 1972

469/372/UK <N.P.Ltd.> 23/13 M (83046)

22nd MAR 1972

469/472/UK <N.P.Ltd.> 23/13 M (83133)

24th APR 1972

469/772/UK <N.P.Ltd.> 23/ 13 M (83555)

7th AUG 1972

468/972/UK <N.P.Ltd.> 23/13 M (83724)

2nd OCT 1972

Publication No. T955/Eng./473 1st APR 1973

Publication No. T955/Eng./673 19th JUN 1973

Publication No. T955/Eng./873 13th AUG 1973

Publication No. T955/Eng./10/73 9th OCT 1973

Publication No. T955/Eng./11/73 12th NOV 1973

Publication No. T955/2.74 14th FEB 1974

## Red Print on White Background Home Market Price List Covering GT6 MK3 from April 1973

### Colour Trim Pamphlets GT6 Mk3

**Note** the pamphlets below cover the earlier GT6 MK3 Rotoflex models with Vinyl Trim.

404/1270/ENG. <N.P.Ltd.> 17/4 M (81562)

<N.P.Ltd.> 17/4 M

<N.P.Ltd.> 17/4 M (82719)

<N.P.Ltd.> 17/4 M (81834).



## Colour and Trim Pamphlet covering GT6 Mk3 and other models from December 1970.

**Note** the pamphlets below cover the later GT6 MK3 facelift (Swing Spring) models with Cloth Trim.

478/472/Eng.

478/972/Eng.

478/173/Eng. C.

478/273/Eng. N.

478/273/Eng. N.

**DOES NOT INCLUDE DOLOMITE SPRINT**

478/473/Eng. N.

478/973/Eng. C.



Prices for the following models include factory-fitted front seat belts of the correct type. All prices shown are for factory-fitted equipment only.

	Recommended Retail Price	Car Tax	V.A.T.	Total
<b>Triumph Stag (Overdrive included)</b>	2044.00	170.00	221.42	2435.42
Expendable Vinyl Trim (Self Top Mount)	2139.00	177.17	230.32	2546.49
And Self Top Mount				
<b>Optional Extras:</b>				
Body-Mount Transmission in lieu of Overdrive	30.00	2.92	3.76	46.71
Sunburn Glass with Laminated Windscreen	80.00	7.92	3.79	40.71
Light Alloy Wheels	50.00	4.98	5.00	59.98
Wash Watering Unit	100.00	9.81	1.00	110.81
(For specification to chassis allocation in June 1972)				
<b>Triumph 2000 Mk. 2 Saloon</b>				
Expendable Vinyl in Cloth	1468.00	122.35	160.00	1750.35
Self-Mount Top				
<b>Optional Extras:</b>				
Overdrive	80.00	9.00	9.00	98.00
Body-Mount Transmission	80.00	7.92	10.00	115.92
Power Steering	80.00	4.98	9.00	93.98
Sunburn Glass	20.00	1.97	2.17	23.94
<b>Triumph 2000 Mk. 2 Estate Car</b>				
Expendable Vinyl in Cloth	1719.00	142.75	180.00	2041.75
Self-Mount Top				
<b>Optional Extras:</b>				
Overdrive	80.00	9.00	9.00	98.00
Body-Mount Transmission	80.00	7.92	10.00	115.92
Power Steering	80.00	4.98	9.00	93.98
<b>Triumph 2.5 P.I. Mk. 2 Saloon</b>				
(Overdrive included)	1719.00	142.55	180.75	2042.30
Expendable Vinyl in Cloth				
Self-Mount Top				
<b>Optional Extras:</b>				
Body-Mount Transmission in lieu of Overdrive	30.00	2.92	3.79	46.71
Sunburn Glass	80.00	7.92	8.00	95.92
Sunburn Glass	20.00	1.97	2.17	23.94
<b>Triumph 2.5 P.I. Mk. 2 Estate Car</b>				
(Overdrive included)	1905.00	162.61	211.75	2279.36
Expendable Vinyl in Cloth				
Self-Mount Top				
<b>Optional Extras:</b>				
Body-Mount Transmission in lieu of Overdrive	30.00	2.92	3.79	46.71
Power Steering	80.00	4.98	9.00	93.98
<b>Triumph Dolomite</b>				
Expendable Vinyl in Cloth	1210.00	100.63	133.08	1443.71
Self-Mount Top				
<b>Optional Extras:</b>				
Overdrive	80.00	9.00	9.00	98.00
Body-Mount Transmission	80.00	7.92	10.00	115.92
Sunburn Glass	20.00	1.97	2.17	23.94
<b>Prices for the following models include factory-fitted front seat belts of the correct type.</b>				
<b>Triumph 1600</b>				
Expendable Vinyl Trim	905.00	84.17	109.42	1108.59
Self-Mount Top	1130.00	0.00	1.39	1131.39
<b>Triumph Toledo (2-door)</b>				
Expendable Vinyl Trim	848.00	10.53	97.43	955.96
Self-Mount Top	1140.00	0.00	1.39	1141.39
<b>Optional Extras:</b>				
Body-Mount Transmission	1140.00	0.00	1.39	1141.39
Self-Mount Top	1140.00	0.00	1.39	1141.39
<b>Triumph Toledo (4-door)</b>				
Expendable Vinyl Trim	872.00	12.67	94.47	979.14
Self-Mount Top	1140.00	0.00	1.39	1141.39
<b>Optional Extras:</b>				
Body-Mount Transmission	1140.00	0.00	1.39	1141.39
Self-Mount Top	1140.00	0.00	1.39	1141.39
<b>Triumph GT6 Mk. 3</b>				
Expendable Vinyl Trim	1130.00	94.94	122.36	1347.30
Self-Mount Top	1340.00	0.00	1.39	1341.39
<b>Optional Extras:</b>				
Overdrive	80.00	9.00	9.00	98.00
Body-Mount Transmission	1340.00	1.42	1.98	1343.40
Sunburn Glass with Laminated Windscreen	20.00	1.97	2.17	23.94
Wash Watering Unit	100.00	9.83	1.00	110.83







# INTERNATIONAL LIAISON

JOHN LAY & JESS SMALE  
international-liaison@tssc.org.uk

## Customs problems & Coronavirus in Europe

Since taking on these roles last year, we've brought you some lovely stories, so we're hoping that you will forgive us for not turning a blind eye to the border and customs issues currently causing concern across Europe as we write this report and also for briefly mentioning the Coronavirus.

Sadly, we're used to threats to our enjoyment of our beloved classic cars - from ethanol fuels to emission taxes and bans on internal combustion engines.

In 2021, at least in Europe, we may have managed to add to these, with increased difficulties and costs of moving spare parts across borders now becoming apparent.

As we enter February, we'd already heard tales of shipping problems arising post-Brexit (that's the only appearance of the B word in this report, so please read on!), but a note from **Chris Anthony**, in France, encouraged us to look for any early impact on European TSSC Members.

Chris sent us a picture of his very attractive Herald - Ruby (Pic above) and wrote that he had seen 2 cases. *"The first was on the French Triumph owners club page. Someone had just received an order for 145€ and UPS wanted another 45€ for taxes etc. The second was*



**Chris Anthony's Herald - Ruby**

*someone in Holland who bought some second hand parts from a supplier in the UK, the taxes due on arrival doubled the cost!*

*It seems that there is quite a mist over the question of VAT, import taxes and other charges. My understanding is that if I buy from the UK then the prices should be Ex Vat, however on arrival in France the French rate of TVA has to be paid by me.*

*There may not be import taxes/tariffs in the future, only time will tell."*

As things unfold, we will look for clarity, and advise as we can. Meanwhile, we would like to ask our readers for their help, in letting us know of your problems and successes and in offering any advice that we

might share. At this early stage, we asked a few of our Contacts if they had any experiences to report.

**Odd Hedberg**, our Swedish Country Contact, seems to have anticipated difficulties - both in costs and in type approval - and very wisely bought ahead of the changes. "I guess most Triumph people here (just as I did) bought what was expected to be needed (and costly!) well in advance of Dec 2020. Now we're good, at least until the usual vendors have established outlets on this side of the Customs wall/Trade barrier.

Personally, I bought two complete tow ball kits for the Vitesse and the TR7V8 from Watling well in advance of the first of the (several failed) dead-

line dates - even though I won't need them for several years yet - what I needed was the paperwork with them being bought from another active EU mem-

ber state - because then they will be fully and hassle free road legal over here when I come around to fitting them to the cars. (The TR8 already has a tow ball fitted)



### Odd Hedberg's TR8 with Towball fitted

ber state - because then they will be fully and hassle free road legal over here when I come around to fitting them to the cars. (The TR8 already has a tow ball fitted)

Together with some Swedes and Americans we did a joint purchase of the special TWOA specification rear shock absorbers from AVO. I bought a pair each to the '7 and the '8. This was back in August or September 2020 – and they delivered well before December... So, the costly items are safe for now. And the planned 5.3 litre Rover V8 will have to be built on this side of the barrier, building it in the UK has turned far too costly now..."

**Pietro Noe**, our Italian Contact, tells us: "I am aware of friends who bought parts from England this January and obviously they paid more than before. The spares dealers, and some of us are friends with them, were charged with "duane duties" and, more, our IVA is heavier than your VAT."

Swiss Country Contact, **Robin La Barre**, reported that " 'til

This is the Vitesse owned by Robin for many years. He has promised to write a little for us about their long life together, so we will hopefully bring that to you soon.

**Colin Lindsay**, our early Herald Registrar reported from Northern Ireland, where there seem to be significant difficulties, saying that the changes have "certainly hit us over here; we were told that we'd have the best of both worlds, being in both the EU and the UK ..... and therefore getting the best of both. Sadly it's had the opposite effect; UK dealers claim we're in the EU and EU dealers claim we're in the UK, and so are dealing accordingly. We're now in neither, it appears, so no-one knows what rules apply.

Tescos have run out of some items, and even Amazon is saying they're going to limit the items they sell to NI.

Whilst at present things on the Triumph front are mostly ticking along as before, some larger Parts Suppliers are playing silly beggars and charging International rates, even adding an additional handling charge to P&P and VAT, and I've been quoted



### Duty Free Shop Holland



up to £45 carriage on items costing only £30 to buy. As a test I brought the same items from my spares pile to my local Post Office who quoted me UK postage of £8, or £12 tracked.

Any parcel I get now has a Customs Declaration on it, DPD and other couriers are no longer delivering to here, and I know even some private eBay sellers are running scared and asking for contact before bidding.

I know Lockdown hasn't helped, but I'm hoping things settle down once the initial difficulties are overcome."

Colin also sent us the lovely picture of an early Herald at a Duty Free shop in Holland, sent to him by **Claude Buntinx**.

This was taken in 1958 - when the UK was still fighting to join the EU - something only achieved 15 years later in 1973!!!!

Our Belgian Country Contact, Stefan Vandendinjk, sent these photos of his lovely GT6 and reported that



his order from the TSSC had no difficulties - *"order to the TSSC went ok, thanks to Angie and team, well done."*

However, not all suppliers are doing as well: *"An order for a Lotus Elan starter motor is still not received. The supplier has issues to export, since he imported from outside Europe. I am surprised, but*



*the company doesn't seem well prepared. On cost, there is a negative as expected if" orders are "above 3/400 euro"*

We'll leave the final words on this subject to our Courier editor, **Bernard Robinson**, who tells us how the TSSC are handling things: *"We are still sending to Europe, but I am told that the government has not sorted Paperwork or Customs with EU and UK Couriers yet. We are sending by Royal Mail and DHL and have had nothing back yet! "*

Obviously, the TSSC will do anything possible to offer support and advice, but can it will be hugely helpful to receive any reports of experience and advice from our wonderful members as we work our way through these changes by e-mailing us at **international-liaison@tssc.org.uk**.

We'll leave this subject for now and close this report looking forward optimistically to a time when travel restrictions are lifted and we can travel more easily between countries, unhampered by customs issues or health worries. As in much of the world, Coronavirus is currently a widespread problem in Europe, making cross border movement a challenge.

**Pietro Noe**, (who has travelled to England many times, visiting the MG and Triumph Spares day, the NEC Classic Show and our own events) reminds us that: *"We must be patient and, in the end, we'll be winner of this disaster... less Triumph and classic cars meetings in 2021, yes, but... "Do more with your Triumphs!" Surely we'll do in the near future."* Another frequent Channel hopper, **Stefan Vandedijk**, channels Arnie to remind us *"as Arnold said, "We'll be back" to visit all friends in uk"*

To those of you in parts of the world not so affected by the woes above, we apologise for reporting on such gloomy matters and although we fear this may not be the last word on the subjects, promise to bring happier stories soon. We would especially love to hear from any Members who have events still taking place in their parts of the world. We plan to include a list of events reported to us in this column - and would love to receive both advance dates and post-event reports.

Of course, we'd love to receive words and pictures from anywhere in the world about recommended events, or International Triumph experiences and travels - past or present - here at **international-liaison@tssc.org.uk**

Keep safe!

Jess & John

# PRACTICAL CLASSICS APRIL ISSUE ON SALE NOW!



In this issue, road test legend **John Simister** gets behind the wheel of eight electric-powered classics, digs into the technology behind them and delivers his expert verdict. Plus, **Theo Gillam** shows you how to make your own wet-abrasive blaster from scratch and **Nigel Clark** gets some expert help to create a bulletproof new final drive for his 2.5-litre GT6.



ALSO AVAILABLE  
DIGITALLY

## TOP TECH



## FEATURES



## STAFF SAGAS





# BOND EQUIPE

GUY SINGLETON [bond@tssc.org.uk](mailto:bond@tssc.org.uk)

## Local Restoration

**March – the year is Marching on, but are we going to be able to enjoy it?**

In truth I hope so but suspect activities will be limited by COVID, however we need to be optimistic and trust that the vaccines will significantly reduce the movement restrictions. I suspect that as soon as there is a slight lifting, the mindless hoards will ruin it for the rest of us, anyway enough griping and let's move onto something positive.



### 2 Litre Brackets

but on the inside it can be seen that water has got in and the fibreglass covering is coming away from the steelwork. On my 2+2 the outside of the bonnet is showing signs of being pushed out so I should get it done to prevent further movement. The fibreglass on the 2+2 is much lighter than on the 4s and 2 Litre cars so the rusting effect is often more noticeable on them.

Talking of 2+2s, longer standing members may recall that in December 2010 I mentioned a 2+2 being



### 4s Brackets

Does your Equipe have a bulge on the outside of the bonnet where the top locating bracket fits? is it rusting away on the inside? If so you need a stainless steel replacement, and it just so happens that I have had sets made up for both the 4 and 6 cylinder cars.

They are available for £75 a pair plus £5 P&P – if you want a set please let me know. I know those on my Convertible are not too good, the outside of the bonnet is fine, probably because it had been flattened down when the car was resprayed,







I then lost track of the car – it went back to the widow of the original owner – or I think to be precise the 3rd owner, I then heard of it briefly earlier this year when I saw a photo of it on a trailer, it turns out that was it on its way to a new home - that was in my September 2020 article

I recently heard from **Chris Phillips** who was going to have a look at it, and he did then buy the car. As ever it is a small world, as it turns out he lives just down the road from where old friends and serial Triumph & Bond owners Larry and Cathy Bishop who have just moved to Telgarth. Chris is hoping to use the car for classic rallying so hopefully it will at



last get a chance to stretch its legs, it still only has an old green logbook so it has not been on the road for many years – since the 1970s I think.

Hopefully as and when lockdowns in England and Wales are lifted we will get to see Larry & Cathy, and of course the neighbouring Equipe.

*Guy*

restored in a village not far from me. I did call in and see it at the time, there was a small band of restorers in the village and they had regular workshop days. The car itself was very sound being off the road for many years, my recollection is that the chassis needed no welding.



# TRIUMPH

# BIG SALOONS

CARL SWANSON [saloons@tssc.org.uk](mailto:saloons@tssc.org.uk)



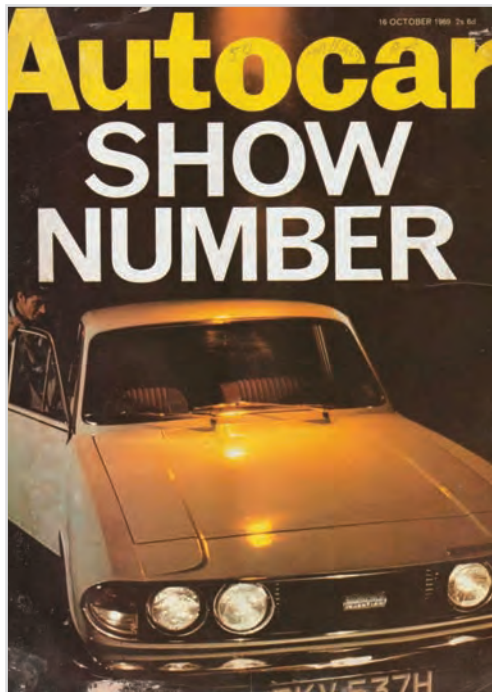
## Electronic Communication

**Hello, welcome to the latest edition of The Courier. I hope you and yours are well and coping as well as possible under the most challenging circumstances.**

Well, its been mostly electronic communication throughout the last few weeks as most. I am quite recent into use of Facebook, but now find it very useful! The TSSC has a great Facebook page and there is always something new to have a look at. I now add and forward things to it on a regular basis for all TSSC models, and obvi-

ously Big Saloons when ever possible. The picture below is the favourite so far. From Autocar October 1969.

The TSSC also has an active forum via the TSSC website which is very useful if trying to resolve an issue with your Triumph. Well worth a look.



I live in South Buckinghamshire so we don't receive that much in extreme weather as most weather systems have had to travel 70 miles or so across land before they reach here. However, a couple of weeks ago we had a good covering of snow! My 2000 lives out side and has done for the 9 years I have owned it. My garage is just too small for the 2000, even if I cleared everything out of it. Before the 2000 I owned a Stag and rented a garage from the local council. It was ok but was a bit of pain when using it as it was 10 minutes away but added a lot of time in driving to it, take the Stag out the garage, park the other car somewhere then drive the Stag back. All then repeated after use.

I did like the fact the car was kept dry and secure. When I sold the Stag and purchased the 2000, I thought I would use the garage for the next few months and see what I thought. So, I took the 2000 down to the garage. Cautiously reversing in, I thought hang on, that seems very close ( I had a piece of packing foam at the back of the garage as it makes a noise and protects). I got out the 2000 and went to the front and no where close to fitting in the garage! I had presumed it

was similar to the Stag. No. The 2000 is 4648 mm long and the Stag is So, t 4410mm long. It simply wouldn't fit! So, the garage was given back to the council and the 2000 has to brave the outdoors!

I'm not the worlds biggest fan of covers. I have purchased cheap ones and expensive ones. I have yet to find one that doesn't cause issues to the paint work or trim or interior to start with mould. Or end up having to try and catch it on a windy day!

Speaking of electronic communication, I have received two invites to classic car shows in the middle and end of May. At the time of writing, there is no indication to when anything is going to be open, other than the 'target' of having all over 50's vaccinated by May. I am not in any category, so we will see what happens after that point!

In efforts to try and look forward to brighter times, just a few that are after the May date of vaccination which accounts for something like 98% of all Covid related deaths.

Please do check carefully before buying tickets for these events.

## Track Triumphs

**Solid, safe, conservative** - owners were likely to vote national, wear a tie to work and have a beer at the RSA on a Saturday afternoon.



### This is the TRIUMPH 2000 a new class of car

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**11th/12th/13th June is the Practical Classics Restoration show at the NEC Birmingham.**

**30th July/31st/1st Aug is the Silverstone classic.**

**A date for diary is 13th/14th/15th August as it's the Inter club Triumph Weekend at the Three Counties showground in Malvern, Worcs.**

Let's hope the shows go ahead and start to try and return to some sort of normality.

I was having a read on line and came across this from New Zealand.

This was the profile of the Triumph 2000 and the 2500, cars that remained a truly solid automotive contender on the New Zealand market during the latter half of the '60s and throughout the '70s.

In the Swinging '60s, to have a Triumph 2000 in your garage meant you had made a success of your life, were doing somewhat better than the average bloke and had fine taste



to boot. The distinctive looking car was also deemed to be a cut above mainstream Zephyrs, Falcons and Kingswoods. Whether all this is true is neither here nor there, the simple fact is that the Triumph commanded a position in New Zealand unmatched by any other market where it was sold.

And there was another dimension to the popular Triumph,

Mobil Economy Run in what was the first competition outing for the model in New Zealand. Meanwhile, the 2000 and made its local racing debut at the 1965 Wills Six Hour in the hands of Beasley and Hayes, but they were out of the running with a



while the cars International Motorsport successes were down to creditable Second and Fourth overall placings with the 2.5 litre PI version in the gruelling 1970 London to Mexico World Cup Rally, the model was also a consistently good performer in New Zealand regularity trials. The Triumphs Power to Weight Ratio would never make the 2000 a force in production circuit racing, although it achieved a measure of local success that wouldn't be repeated elsewhere.

Alan Woolf, who won motorsport New Zealand's distinguished service award in 1995, was a long time campaigner of the British car, entering an early Triumph 2000 in the 1966 Wills Six Hour production race at Pukekoe, with co-driver Jo Hayes. The following year he was back, this time sharing the drive with Bill Beasley in Hampton that saw the pair finish 13th overall. Woolf and Beasley finally cracked it with the 2000 in the 1969 Benson and Hedges 500 Pukekoe race, winning the 2.5 Ltr class. The pairing achieved a third in-class at the same event in 1970.

Woolf went on to race a 2.5 PI, sadly injuring his back when he rolled the Triumph at Bay Park.

John Kay and Stan Curtis achieved 37.7 mpg in the 1964

blown radiator hose.

The more powerful 2.5 PI was always going to be a more logical track contender, as Jim Richards and David Oxtan proved in the 1971 B&H 500, finishing an excellent third overall while also winning their class. Neil Johns Took a 10th place in the 1972 Heatway International Rally in his 2.5 PI, and the similar Triumph of Neville Crichton and Roger Anderson won it's class and was ninth overall in the B & H 500 event the same year. Johns, with navigator Glenn McLean, Took a fine third overall with his 2.5 PI in the 1969 Silver Fern rally, and the pair went even better in the 1970 event, when they were second.

Please do send me in any pictures or stories about your 2000.

Carl

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# Triumph FURY!

Words & Pics by Richard Dredge

**A fascinating glimpse of what might have been,  
the Fury was planned to sit between the Spitfire and TR**







Throughout the 1960s, Triumph was unusual in persisting with a separate chassis for many of its cars, such as the Herald and Spitfire as well as its TR4, 5 and 6. But in 1965 the company came up with something a lot more modern, with monocoque construction – **the two-seater Fury.**



Powered by the same 2.0-litre straight-six as many of Triumph's production cars, and styled by the company's favoured designer **Giovanni Michelotti**, the Fury looked like a modernised Spitfire, even though it was bigger and with a completely different construction.

Potentially sitting between the Spitfire and TR, the Fury could have done well for Triumph, but the company just couldn't afford to put it into production.

As a result just one prototype was built, which survives and is in the hands of avid curio collector **Jane Weitzmann** of [jhwclassics.com](http://jhwclassics.com).

Michelotti had started working on a freelance

basis for Standard-Triumph as early as the mid-1950s; he was first commissioned to design a complete car in 1957. That car would be the Triumph Herald and once that had been launched in 1959 the commissions came thick and fast; Michelotti would style every Triumph of the sixties and seventies apart from the Karmann-designed TR6.

The monocoque-construction MGB roadster had been introduced in 1962 and two years later Triumph's Harry Webster reckoned that



**Factory Prototype Photo**



**Gordon Birtwhistle**, although there doesn't ever seem to have been any serious intention of putting the Fury into production. It seemed to have been little more than a styling and engineering exercise, sadly.

Incidentally, the Fury was registered for the road but not until 1968, which is why the registration plate doesn't tally with the car's build date.

When Triumph registered

his company should be producing something equally modern. In November 1964 the brief was given to Michelotti to come up with a two-seater sports car that featured unitary construction and Triumph's familiar Standard Vanguard-derived 2.0-litre straight-six engine.

It took Michelotti just three months to come up with a sensationally styled two-seater roadster which looked essentially like a facelifted Triumph Spitfire that had been enlarged in the process. It was then the job of Triumph's in-house engineer David Eley to turn the Fury into a running prototype, using as many off-the-shelf components as possible.

While all of the outer panels had to be hand-made, along with much of the structure (although the windscreen surround appears to be the same as the Spitfire and TR4/5), the Triumph 2000's mechanicals were used as much as possible, including the engine (albeit with a Vitesse sump and GT6 inlet manifold), and MacPherson strut front suspension, although the semi-trailing arm rear suspension is borrowed from the TR4.

The gearbox was also taken from the TR4 and despite obvious desirability, a non-overdrive transmission was fitted. It helps that reasonably tall gearing is fitted, with the adoption of a 3.7:1 differential, while predictably the brakes are discs up front and drums at the rear. The rack-and-pinion steering was taken from the 1300 saloon, but unique to the Fury are the steering column, propshaft, exhaust, springs and dampers as well as the cast rear suspension arms.

Carrying the development chassis number X749, the Fury was then tested by **Triumph's chief test driver Fred Nicklin** along with his deputy

the car it wore the registration shown here (TVT 990G), but it was registered GL 484 when it was a part of the Patrick Collection. By the time the car was next sold on it was carrying its original registration once more, which it still features.



The Fury wasn't the first Triumph to feature pop-up headlights; that distinction belongs to the TRX prototype which had arrived a full 15 years



earlier, in 1950. Operated by vacuum, the engine has to be running to work the mechanism, which is more complicated than most as not only does the upper panel rise, but the lower grille section drops down like a set of jaws in action. With the

Fury remaining a one-off, it would be another decade before a production Triumph featured pop-up lights, with the arrival of the TR7.

Previously a part of the Birmingham-based **Patrick Collection**, **Jane Weitzmann** bought the Fury in 2009. Before she bought it this unique Triumph was sympathetically restored by the Patrick Collection's **John Ward**, who repainted the car but retained the original interior as it was in pretty good condition.



leather-trimmed steering wheel. The driving experience is familiar too, at least from an engine and gearbox perspective. The



While the door trim panels and seats are unique to the Fury, the dash design and layout will be



instantly familiar to any owner of a sixties Triumph, with its Jaeger and Smiths gauges set in a wood-finished fascia, and the three-spoke

What's less familiar is the rest of the dynamic package as the more sophisticated construction means the ride is also more accomplished and the handling more predictable than Triumph's production sports cars of the period, things helped by the longer wheelbase compared with the Spitfire.



1998cc straight-six is smooth, quiet and tractable with its pair of Stromberg 150CD carburetors which delivers just 95bhp but a silky smooth 115lb ft from 3000rpm.



Of course what Triumph should have done – and maybe would have done had the Fury reached production – was to fit a fuel-injected version of the 2.5-litre straight-six engine to allow up to





150bhp. That would have turned the Fury into a real flier, but sadly it wasn't to be.

Many thanks to **Jane Weitzmann** of **jhwclassics.com**, for the loan of the Triumph Fury for the photography.

*Many thanks to Richard for giving permission to use this in the Courier.*

The Feature above is from his Website **[www.below-the-radar.com](http://www.below-the-radar.com)**



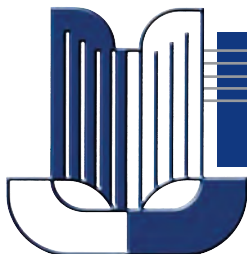
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## Vital Statistics

<b>Debut:</b>	<b>1965</b>
<b>Designer:</b>	<b>Giovanni Michelotti</b>
<b>Engine:</b>	<b>Front-mounted, 1998cc, 6-cylinder</b>
<b>Transmission:</b>	<b>4-speed manual, rear-wheel drive</b>
<b>Power:</b>	<b>95bhp at 5000rpm</b>
<b>Torque:</b>	<b>115lb ft at 3000rpm</b>
<b>Top speed:</b>	<b>115mph approx</b>
<b>0-60mph:</b>	<b>12.5 seconds approx</b>





# TSSC OFFICERS

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

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Tel: 02838 832453. e-mail: [herald@tssc.org.uk](mailto:herald@tssc.org.uk)

### HERALD 13/60

**Darren Groves**, Moorside Cottage, Ashwater, Beaworthy, Devon. EX21 5DD  
Tel: 07806 351499 e-mail: [herald1360@tssc.org.uk](mailto:herald1360@tssc.org.uk)

### SPITFIRE Mk I/II/III

**Suzie Singleton**, 31, Cadley, Marlborough, Wiltshire. SN8 4NE.  
Tel: 01672 514241 e-mail: [spitfires@cadley.org](mailto:spitfires@cadley.org).

### SPITFIRE Mk IV/1500

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Tel: 07885 449609 (6 to 7pm) e-mail: [spitfireIV-1500@tssc.org.uk](mailto:spitfireIV-1500@tssc.org.uk)

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Tel: 07766 101615 e-mail: [tr7-8@tssc.org.uk](mailto:tr7-8@tssc.org.uk)

### TRIUMPH ACCLAIM

**Graham Robertson**, 25 Straik Place, Elrick, Westhill, Aberdeenshire. AB32 6TN.  
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**Ben Broadbent**, 28 Forshaws Lane, Burtonwood, Warrington Cheshire. WA5 4ES.  
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**Alyson Anderson**, 48 Main Street, Carnwarth, South Lanarkshire, ML11 8JZ.  
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### TRIUMPH WEEKEND 2020

**Nigel Hill**, 32 Hollyhill Road, Selston, Notts. NG16 6EF. Tel: 07976 163006  
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Tel: 07976 163006 e-mail: [nigel.hill@hotmail.co.uk](mailto:nigel.hill@hotmail.co.uk)

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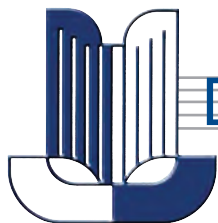
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# AREA NEWS

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STANDARD



TRIUMPH



### PICNIC AND HOG ROAST 2021

SUNDAY 9TH MAY - THE WALTON HALL HOTEL

HOSTED BY THE

PRE-1940 TRIUMPH MOTOR CLUB



This, the third of our picnics, celebrates everything that is wonderful about owning and running a classic Triumph, Standard or Standard Triumph car and all Clubs and individual owners are truly welcome. You are asked to do nothing more than arrive in your car between 10am and 4pm and spend a sociable day with us enjoying and marvelling at the range and variety of Triumph cars produced between the 1920s and 1970s.

This year's venue is the beautiful Mercure Walton Hall Hotel, Wellsbourne, Warwickshire CV35 9HG and, for those without a picnic, Martin's Hog Roast will be available, together with a range of other buffet items and hot and cold drinks.

For more information you can call Martin Johnson-Howe on 01455 554624





# AREA DIRECTORY

## AREA MEETINGS Check with AO!

### SCOTTISH AREAS

<b>SCOT CENTRAL</b>	<b>Dave Fray:</b> 07557 659311 Harvester, Springfield Quay - GLASGOW. G52 4DR.	1ST THURS. 7.30PM
<b>SCOT N. EAST</b>	<b>Danny Stroud:</b> 07823 539047 Various - see report in Area news	LAST THURS. EVES.

### NORTHERN AREAS

<b>CHESHIRE</b>	<b>Henry Jones:</b> 07779 878125 Cock & Pheasant - BOLLINGTON CROSS. SK10 5EJ	1ST THURS. 8.30PM
<b>CUMBRIA</b>	<b>Roy Ross:</b> 01229 316501 <b>Tony Holliday:</b> 01946 830663 Advertised in Cumbria News & Website	LAST SUN. 12 NOON
<b>MANCHESTER</b>	<b>TBC.</b> <b>New AO/s Wanted Contact Nigel Hill</b> 07976 163006	
<b>NORTH EAST</b>	<b>Geoff Dent :</b> 07773 440201 <b>Deryck Beadling:</b> 07939 068976 The Travellers Rest, Front St - WITTON GILBERT. DH7 6TQ.	1ST SUN. 7.30PM.
<b>LIVERPOOL</b>	<b>Mark &amp; Tracey Lamb:</b> 07975 591421 Vikings Landing, Stonebridge LIVERPOOL. L11 2BD.	1ST TUES. 8PM.
<b>LANCASHIRE</b>	<b>Kevin Makin:</b> 07980 604021 <b>Dennis Petty:</b> 07951 727747 CONTACT AO's FOR MEETING VENUE	LAST TUES. 8PM
<b>WIRRAL</b>	<b>Richard Lloyd:</b> 0151 625 3172 Cottage Loaf - THURSTASTON. CH61 0HJ.	2ND TUES. EVES.
<b>NORTH YORKS</b>	<b>TBC: AO NEEDED!</b> Greyhound Inn - RICCAL. YORK. YO19 6TE.	4TH TUES. 8PM
<b>SOUTH YORKS</b>	<b>Richard Oakes:</b> 07702 492349 Crown Inn, Barnburgh - DONCASTER. DN5 7JQ.	1ST & 3RD TUES. 8PM
<b>WEST YORKS</b>	<b>Alan Heaton:</b> 07944 909823 New Inn - 170 South View Rd, East Bierley. BRADFORD BD4 6PP.	2ND TUES. 8PM.

### MIDLAND AREAS

<b>COVENTRY</b>	<b>Phil Smith:</b> 02476 457487 The Bull & Butcher - CORLEY MOOR CV7 8AQ.	1ST TUES. 7.30PM.
<b>DERWENT VALLEY</b>	<b>Colin Wright:</b> 01773 531580 Various - See Derwent Valley Facebook Page or Courier.	CONTACT AO
<b>LEICESTER &amp; RUTLAND</b>	<b>David Smith:</b> 07770 650802 Rose & Crown - 45 Main St, THURNBY - LEICS. LE7 9PJ.	1ST TUES 6.30PM
<b>LINCOLNSHIRE</b>	<b>David Samways:</b> 07709 565118 The Kings Head - 31 High Street, NAVENBY. Lincs. LN5 0EE.	2ND TUES. 8.00PM.
<b>NOTTS</b>	<b>Nigel Hill:</b> 07976 163006 Sandy Pate Sports Bar - MANSFIELD TOWN FC. NG18 5DA.	3RD WED. 7.30PM
<b>NORTHANTS</b>	<b>Nigel Hawes:</b> 07879 491778 Overstone Manor - Sywell - NORTHANTS. NN6 0BB.	2ND WEDS. 8.30PM.
<b>OXFORD</b>	<b>Thomas Cope:</b> 07972 039532 Oxford area is still active but currently in lockdown.	3RD TUES. 7.30PM.
<b>PETERBOROUGH</b>	<b>Doug Balderson:</b> 01778 560507 <b>Paul Lumsdon:</b> 01780 470358 <b>Charlie Noble:</b> 01778 392629 The Five Horse Shoes, Barholm - STAMFORD. PE9 4RA.	2ND MON. 8PM
<b>SHROPSHIRE</b>	<b>Bill Bate:</b> 07887 605778 <b>David Embery:</b> 0770 1049881 <b>Simon Morgan:</b> 07786 806189 CONTACT AO's FOR MEETING VENUE	3RD WED. 7.30PM
<b>SOUTH STAFFS</b>	<b>New AO/s Wanted Contact Nigel Hill</b> 07976 163006	

**CHECK WITH AO'S FOR WHEN AREA MEETINGS WILL RESUME!**



## MIDLAND AREAS Contd.

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

## EASTERN AREAS

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

## SOUTH EASTERN AREAS

<b>EAST BERKS</b>	<b>Doug Brown:</b> 01189 321390 <i>The Shire Horse</i> - Nr MAIDENHEAD on A4 - SL6 3QA	2ND TUES. 8PM.
<b>SOUTH BUCKS</b>	<b>Daniel James:</b> 07818 052276 <i>The Harte &amp; Magpies</i> - Coleshill, AMERSHAM BUCKS. HP7 0LU	3RD WED. 8PM.
<b>CANTERBURY</b>	<b>Anne Mullender:</b> 07845 916665 <i>The Red Lion</i> , Badlesmere, FAVERSHAM, ME13 0NX	1ST THURS. 7PM.
<b>GATWICK</b>	<b>Tony Locker-Lampson:</b> 07775 564427 <i>The Red Lion</i> , Lion Lane, Turners Hill, Nr CRAWLEY, RH10 4NU	2ND TUES. 8PM.
<b>HANTS &amp; BERKS</b>	<b>Alan Fulbrook:</b> 07795 096394 <i>The Crooked Billet</i> - (A30) HOOK. RG27 9EH	1ST TUES. 8PM.
<b>HERTS &amp; BEDS</b>	<b>Peter Lewis:</b> 01582 750943 <i>The Raven</i> - HEXTON, HITCHIN SG5 3JB	4TH MON. 8PM
<b>ISLE OF WIGHT</b>	<b>Elaine Hawkins:</b> 07842 249591 <b>Tracy Cleaver:</b> 07754 751672 Various - See report in Area News	CALL FOR DETAILS
<b>WEST KENT</b>	<b>Colin Robertson:</b> 07810 102525 <i>The Woodman</i> - Goathurst Common - IDE HILL - TN14 6BU <i>The Castle Inn</i> - Main Road - BODIAM -TN32 5UB	LAST TUES 7.30PM LAST WED AT 7.30.
<b>NEWBURY</b>	<b>Dave Rumens:</b> 01635 868640 <i>The Travellers Friend</i> - Crookham Common, THATCHAM. RG19 8EA <i>The Downgate</i> - Down View, Park St. HUNGERFORD. RG17 0ED	2ND WED. 7.30PM 4th Wed. 7.30pm
<b>SOUTHERN</b>	<b>Mike Goolding:</b> 01252 722432 <i>The Seven Stars</i> - STROUD GU32 3PG	1ST TUES. 7.30 PM.
<b>SURREY</b>	<b>Clifford Darby:</b> 07853 793341 <i>Wellhouse Inn</i> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
<b>EAST SUSSEX</b>	<b>Ian Gordon:</b> 01273 813691 <i>The Halfway House</i> - Rose Hill, ISFIELD SUSSEX. TN22 5UG.	1ST WEDS. 8PM.
<b>WEST SUSSEX</b>	<b>Nigel Ayre:</b> 01403253034. <i>George &amp; Dragon</i> - Dragons Green - HORSHAM RH13 8GE	3RD WEDS 7.30 PM.
<b>THAMES</b>	<b>Mickey Hazell:</b> 07773 623807 <i>Fairmile Inn</i> - Portsmouth Rd - COBHAM. KT11 1BW. <i>George Inn</i> - 29 Windsor Road, - WRAYSBURY. TW19 5DE	1ST THURS. 8PM 3RD THURS. 8PM

## SOUTH WESTERN AREAS

<b>ANDOVER</b>	<b>Guy &amp; Suzie Singleton:</b> 01672 514241 <b>Royal Oak</b> - GOODWORTH CLATFORD. SP11 7QY.	2ND THURS. 8PM
<b>AVON</b>	<b>David Dyer:</b> 07860 878058 <b>The Wishing Well</b> - CODRINGTON. BS37 6RY	1ST TUES. 7.30PM.
<b>CORNWALL</b>	<b>Carol Coventry:</b> 07979 464643 <b>Hawkins Arms</b> - ZELAH. TR4 9HU	2ND THURS. 8PM
<b>DEVON</b>	<b>Sue &amp; John Franklin:</b> 01548 821348 <b>Nigel Kenneison:</b> 07804 731599 <b>Claycutters Arms</b> - CHUDLEIGH KNIGHTON. TQ13 0EY <b>Ring A.O. Details</b>	3RD WED. EVES. 1ST SUN. LUN
<b>NORTH DEVON</b>	<b>Darren Groves:</b> 07806 351499 <b>Andy Luckhurst:</b> 07971 413045 <b>Crealock Arms</b> - BIDEFORD. EX39 5HN	1ST THURS. 7.30PM
<b>DORSET SOUTH</b>	<b>Robin Nicholls:</b> 07920 549474 <b>The Three Compasses</b> - CHARMINSTER - DT2 9QT. March to Sept	LAST MON. 7.30PM
<b>GLOUCESTER</b>	<b>Jane Rowley:</b> 07802 171227 <b>Aviator Inn</b> - Staverton - GLOUCS AIRPORT. GL51 6SR	3RD MON. 8PM
<b>SOMERSET</b>	<b>Harrison Every:</b> 07850 273823 <b>Maggie Love:</b> 01749 850734 <b>Contact AOs for Venue.</b>	2ND THURS 8PM
<b>WESSEX</b>	<b>Trevor Carlyle:</b> 01425 475376 <b>Tyrrells Ford</b> - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM.
<b>NORTH WILTSHIRE</b>	<b>(New AO) Craig Gingell:</b> 01249 740239 <b>Foxham Inn</b> - FOXHAM - WILTSHIRE. SN15 4NQ.	2ND TUES. 7.30pm.

## WELSH AREAS

<b>NORTH WALES</b>	<b>Roger &amp; Helena Hill</b> 01691 600215 <b>The Trevor Arms</b> - Marford Hill MARFORD LL12 8TA	1ST TUES. 8PM.
<b>SOUTH WALES</b>	<b>Alan Gourley:</b> 07802 204068 <b>The Lighthouse Inn</b> , Beach Rd, St Brides - NEWPORT NP10 8SH	LAST TUES. 7.15PM

## NORTHERN IRELAND

<b>NORTHERN IRELAND</b>	<b>Doug Hogg:</b> 07707 288233 <b>Nortel Social &amp; Athletic Club</b> NEWTOWNABBEY BT37 0EB	1ST WED. 8PM.
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# International Contacts

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



# Area Liaison Officers Report Andover

## Triumph Sports Six Area Liaison Officers

email [nigel.hill@hotmail.co.uk](mailto:nigel.hill@hotmail.co.uk). Tel. 07976 163006



We are already into March edition of the courier where has the last two months gone? We know how frustrating lockdown is, let's hope now the vaccinations are happening that times of change are coming soon.

We are asking you Area organisers to still continue with zoom meetings and No gatherings at present as this is the current government requirements at this moment of time.

Currently events are still fingers going ahead as scheduled. The Triumph international weekend is well under way being organised and finalised so keep a look out on the The Triumph Sports Six Facebook page for announcements and exciting times ahead.

We see your posts on facebook and it looks like we are keeping safe and sane. We know that the council of management will be looking at how we keep safe through the next stages of this new way of conducting events and meetings. We try to keep you updated as quick as possible and you all know how to contact us whether it be through email or phone, if you need any help or any information that may be of help.

We both are looking forward and hoping we can see everyone very soon. Positive thinking and staying safe is key. We can do this together.

*Nigel & Di.*

## Andover

e-mail: [guy@bondequipe.org](mailto:guy@bondequipe.org)

e-mail: [spitfires@cadley.org](mailto:spitfires@cadley.org)

Tel. 01672 514241

Such a cold month, the foundations for our extension re getting there, slowly, but we need warmer weather to pour the concrete floor. We have now lost the garden ornament though as the digger has been taken away.

Unsurprisingly other area members are also finding it a bit chilly.

Tim: I am afraid that I have not done anything with the Spitfire this month. I look at it when in the garage but it has been too cold to face removing the cover to start any work. I have however carried out a full nut and bolt restoration of - - - my wheelbarrow! It has suffered from being stored outside, and unlike the Spitfire it fits in my man cave.

Ed: Not much going on really, although I am getting on well with the TR6 and Spitfire. Got the TR6 engine in and tried starting it. It fired up almost immediately very loudly since I still have to fit the exhaust. The Spitfire is now on the road again after I can't remember how many years. The overheating problem that was causing me a headache turned out to be the voltage stabiliser that controls the voltage to the instruments. I must say I am suffering

from the well-known problem of aftermarket components not fitting. Almost everything is just marginally different to the original and needs a bit of work. I feed a lot of this info back to the supplier but as yet have not heard anything from them. Other than walking each day, the rest of the time I spend fiddling with cars sometimes on the edge of hypothermia.

Bob: I have done nothing to the MGB except polish it, it went out for a run last on 28 January. I've had a new good quality oil filter for it for about 2 months, just waiting for some reasonably warm weather to change the oil (not enough room in the garage to do it).

And Kevin has found rather an extreme way to get another garage, but, now he has it, he might need something to fill it.

Stay safe - and warm.

*Guy & Suzie*

**Please Send Area News to:**

**[courier@tssc.org.uk](mailto:courier@tssc.org.uk)**

**By 8th of each month - Thank you**





## Avon Cambridge - Cheshire

### Avon

**e-mail: [daverover@hotmail.com](mailto:daverover@hotmail.com)**

**Tel. 07860 878058**

Hi folks. Not much to report here as we are all still in limbo.

The good news is that as the vaccine rollout moves on at the pace of a Herald with a PI engine in it we can be more optimistic of a chance to meet sooner rather than later.

As soon as restrictions lift I will organise a reunion drive so keep those batteries charged and stay safe.

*Dave*

### Cambridge

**e-mail: [cambridge@tssc.org.uk](mailto:cambridge@tssc.org.uk)**

**Tel. 07795 436149**

Our second Zoom for 2021 reflected the country's lack of motivation about anything much during a Covid lockdown and we had less than ten members joining us. Part of that was my fault as AO as I introduced some confusion about the Zoom ID to use; my apologies.

Howard filled us in on the sources for LED replacement bulbs for our cars and the various pitfalls. Headlights have to be careful about the beam, and it is for this reason they can fail in an MoT. Early LED solutions for dual brake-light/tail-light bulbs did not make enough illumination difference between the tail lights (so you can see the car in front) and brake lights (so you can see the brakes come on). Some used the same LEDs which made it near impossible to see the brakes come on after dark, so it is important you check that there are more Lumens for the brake light than for the tail light, and to test it yourself. Indicator bulbs have two issues: you need an electronic flasher instead of the electromechanical tin pot that makes them flash in our cars (as the old kit relies on the higher current incandescent bulbs need to work) and colour can be a problem if the LED produces only a small set of wavelengths.

Incandescent bulbs produce lots of wavelengths so picking the orange ones out with a filter works well; LEDs may not have much orange light in their output if you're not careful, so you need to check the LED bulbs you are after will work behind an orange filter (or red for brakes/tail bulbs for that matter). Lastly, there is the question of warmth: many

early LEDs had a 'cold' white light with a bluish twinge which looks odd next to the warmer slight yellow of incandescent bulbs. Look for the K rating of the LED bulbs and go for around 3000 for something that looks like the old bulbs; 5000K is cold harsh brilliant white and 4000K also can look unnatural on a classic car.

Mike showed off his 1:43rd scale radio controlled Triumph Herald 13/60 which zipped around. At that small scale it only has left, right or straight on, and either forward, back or stop, with nothing between those settings but that limited set of controls is remarkably effective.

We chatted about events for later on the year. An idea of meeting up for a socially distanced picnic at a stately home or such like was not very attractive but this was morphed into a discussion about visiting the Shuttleworth Collection of vintage planes for one of their flying days. We are aiming to join in on their last of the season in October. Also of interest was a run to the fish-and-chip shop at Dunwich, all socially distanced of course, as and when we are allowed out for non-essential trips again, which I will try and organise.

Same time next month. Look out for an email with the zoom details on and I'll try not to be confusing this time

*Tom*

### Cheshire

**e-mail: [cheshire@tssc.org.uk](mailto:cheshire@tssc.org.uk)**

**[www.tssc.org.uk](http://www.tssc.org.uk)**

**Tel. 07779 878125**

I'm not aware of very much progress at either of the Cast Iron World offices. It's not possible to pop round to Head Office for the obligatory cup of tea (or two or three) to check on progress or the lack of. However a little progress has been reported elsewhere - John has started the Spitfire after its winter holiday, and our man in Crewe has been fitting headlight (and bumpers, I think) to the 13/60 Estate. This resulted in the question, what holds on the front corner mouldings (on the bonnet)? The answer is, of course, a 1/4" countersunk no. 4 screw, a bag of same being in the Cast Iron World Stores.

During our Zoom meeting, we discovered that at least one participant has been 'jabbed', which is good news. We also aired the differing opinions of the 1500 pushrod engine and the 1850/2000 slant four. One participant had managed 200k miles in a



# Cheshire Derwent Valley - Devon

## Cheshire Continues

Dolomite Sprint (with regular oil changes etc) before the ratio of air to bodywork got too large for comfort. I ran a TR7 from 1981 to 1986, trading it in just after I fixed the coolant leak from the cylinder head. I remember the first (or was it the second?) winter was very cold and icy and the TR7 was almost never pointing in the direction of travel.

And the air to bodywork ratio was rapidly rising at the end.

Other reports from Crewe indicate that reproduction 'TRIUMPH' letters do not fit the original holes very well, and there was mention of seat belt refurbishment.

I have spoken to Spotty the Welder's owner and suggested (strongly) that said Spotty should come over to Cheshire when meltdown has stopped, as we possess a number of people who are familiar with repair of such things (well, transformers anyway). A new Spotty is sort of theoretically available for the princely sum of £300, but has been 'out of stock' every time I've looked of late.

I haven't updated the Events sheet for a while. The **Sandbach Festival of Transport, scheduled for 17 and 18 April** feels fairly unlikely at present, but it is outside and things are progressing. Tatton have asked for applications to display, and June and August feel much more likely, so my applications are on their way

Our next meeting is on **Thursday 4th March**, almost certainly via Zoom. Stay safe.

*Henry*

## Derwent Valley

**e-mail: [colin.tssc@btinternet.com](mailto:colin.tssc@btinternet.com)**

**Tel. 01773 531580**

Hi All. There is definitely a ray of hope that we will soon be able to enjoy more freedom and classic cars meetings has the vaccines are rolled out across the UK.

Yes, I know that dates for some events are being pushed back, but I consider that these are wise decisions. I see it as recognition that everyone still wants to do Classic Car things and return to 'normality', but only when it is safe to do so.

Here at Derwent Valley, we are still planning for the Peak Run the best we can.

Unfortunately, there are too many unknowns at this

time to be able to firm up details.

Following the current indicators from the Government, we will not be holding a face-to-face monthly meeting in March and April is also looking unlikely. However, I remain hopeful to be able to hold some form of get together in May.

More information nearer the time in the Courier or our Facebook page.

On a lighter note, I have been making good use of my lockdown time. No, I have not been ticking off those jobs on the to do list Angie prepared for me. I've been editing old Peak Run videos and posting them on Facebook. Keep an eye out for a few more of these in the coming weeks.

In the meantime, stay safe.

Regards

*Colin*

## Devon

**e-mail: [sueandjohn@tssc-devon.org.uk](mailto:sueandjohn@tssc-devon.org.uk)**

**e-mail: [nigelk57@gmail.com](mailto:nigelk57@gmail.com)**

**[www.tssc-devon.org.uk](http://www.tssc-devon.org.uk) FB - TSSC DEVON**

**Tel. 01548 821348**

You may not have noticed, but the Club has issued a revised list of car valuations as at February 2021. Alongside this is a revised valuation form. Much easier to navigate than before, with simpler definitions - now only Concours, A1+, A1/S Serviceable and P Project/Rebuild. Still only £15 for a Club valuation which lasts two years, and is recognised and respected by the four companies on the Club Insurance Panel, namely Classicline, Footman James, Lancaster and Peter James. Although our cars have probably not turned their wheels much in the last year, do make sure that your insurance valuations are kept up to date, especially as there appears to have been a big increase in classic cars, yes even Triumphs, being stolen. When sending in your valuation stuff- the more detailed pics you can include, and details of any work done or security devices fitted, the better the Club's officers will be able to decide their valuations.

Keep an eye on our Devon TSSC Facebook page to join in the many posts there, and maybe even get a bit of help with the jobs you are doing on your cars. In addition, there is the Forum on the main **[www.tssc.org.uk](http://www.tssc.org.uk)** website. The Club Shop continues to operate and provide a valuable service in these difficult times, and we have to thank Angie and Bern and everyone involved in the running of the Club

for keeping things ticking over for us.

As far as Devon is concerned, little to report apart from another good Zoom meeting in January, when quite a few turned up. It looks as if this will be our meeting medium of choice for a while yet. And now for something different - Nigel Kenneison has sent the next part of his paintwork story on the Floozy - his Spitfire:-

## A Classic Tale – A Work of Art ?

As I wrote last time, I would tell of the main body work painting. I started with the boot just in case it was disaster, I then moved to the bonnet, and then to the doors and rear wings - now with each part I removed flaky paint and treated any rust, then applied a couple of coats of undercoat followed by two coats of gloss. What I did not do was give it a better rub down with wet and dry (varying grades) between coats which meant that there was a lot more rubbing down and coats of gloss to apply than probably should have been. I think the bonnet ended up with nine coats and the boot seven, doors and wings five. I finished off using grade of paper up to 7000 and the finish was really smooth and the depth (difficult to get with a white I am told) but I was content with the finish achieved while viewing it in the garage. However I took it outside in the sun shine for some photos and from a distance looks good - BUT as I got closer, I can see areas where a further rub down is needed and probably another coat or two of gloss. Before I can do that though it needs to warm as coach enamel paint and cold metal does not work (tried it) lots of rubbing down after trying that. Still the finish is solid enough to be left till then. Other little things done during this - all the rear trim was removed and powder coated black, the rear lights were re-

picture of what was left after they were removed, needed chiselling off), LED bulbs replaced the numberplate lights, and the number plates were replaced with black and silver. So, as I cannot do anymore painting whilst it



is cold my next task is the front suspension removal, repaint, replace bushes. Should you be considering this sort of task a few words - have a large well lit, insulated, heat-able, dry spacious

garage, and a four or two post car lift as continuous bending over a low car really does do nothing for the lower back! A pre painting picture from a while ago is included for comparison.

Many thanks for your contributions Nigel - I know you are among many who have been working on their cars in the last Locked Down year. Darren's Spitfire is looking good and almost ready to go, Dan's Mark 3 is back to bare metal, many years after his first work on it, and Nigel and Jon are getting on well with their GT6s. Why not let us have a few words about them, as Nigel K has done?

As for meetings, as I write in early February, although John has had his first jab and mine is at the coming weekend, it will be some time yet before we are allowed to get out with our cars, we think. Already we are hearing of shows being postponed and then cancelled alas. We can live in hope that Powderham may happen in mid July, the joint TSSC/TR Reg show at Malvern in mid August, and the again-revised MG & Triumph Spares Day. Any updates we get will be posted on the TSSC Devon Facebook page and included in our regular members' emails.

Hopefully, as things progress, we are hoping that we may be able to get together, at suitable distances of course, perhaps for picnics and runs, but time will tell!

So - life continues on Zoom with the next Devon meeting planned for **Wednesday 17 March** at 8pm. At least we should not be looking to emulate a certain parish council meeting which has gone viral with a very public disagreement within the Council!!

Hopefully not too long now before life can resume some sort of 'normal'

*Sue, John and Nigel*



moved before painting and cleaned up (see the





## Devon North Essex

### Devon North

e-mail: [darren.groves@gmail.com](mailto:darren.groves@gmail.com)

e-mail: [arluckhurst@googlemail.com](mailto:arluckhurst@googlemail.com)

[www.tssc-devon.org.uk](http://www.tssc-devon.org.uk)

FB - [//www.facebook.com/groups/134271493433942](https://www.facebook.com/groups/134271493433942)

**Tel. 07806 351499**  
**or Tel. 07971 413045**

Sorry about the lack of update last month, but I couldn't meet the deadline.

We had our usual Zoom meeting on 4th February and there was a good turnout. Scott, Richard, Darren, Malcolm, Mick, Mark, Robert Hodgson, Robert Bunney all joined me.

The lockdown situation combined with the wintry weather made everyone somewhat more subdued than normal, not really surprising when most people are barely stepping out of the house.

Still, there was some news of a Triumph nature with Scott currently having some work done on his Spitfire and Robert H suffering from a leaky master cylinder. Darren had all but finished his Spitfire which is most impressive. All that it now needs is the new seat covers which he has on order. We are all dying to see the finished car when we are finally able to do so.

Bob Bunney gave us an impressive slideshow of the body repairs he has been doing on his Vitesse. Although its condition is far better than some I have seen, nevertheless it has required metal fabrication and patching in a number of common areas, and the standard of workmanship that Bob has achieved is most impressive.

There is not really much other news. Until the government announces the roadmap to take us out of lockdown (which they may have done by the time this is published) doubt remains over whether any car events will be able to take place this year. We can but hope.

**Next TSSC North Devon Zoom Meeting Thursday  
4th March 7:30 PM**

*Andy*

### Essex

e-mail: [miketitchen@aol.com](mailto:miketitchen@aol.com)

FB - **Triumph Sports Six Club Essex Area**

**Mike. 07860 708356**

Here we are in the third month of 2021 still waiting in anticipation to be able to get our cars out and

about on the road, hopefully some of you have managed to take your car out for a short Drive just to keep all the lubrication going around the engine and the brakes working.

As AO of Essex and like many other AO's we are finding it quite hard to write in the area news about things. This is why we are asking our members if you could tell us about any of your little jobs you are managing to get done on your cars.

As I have no other write-up from my Essex members this month, here is my little Project as I mentioned



in the beginning of January write up. I decided to overhaul my differential on my Mark 2 GT6, to remove it is generally just a matter of undoing the 6 nuts at the top of the differential removing the rear exhaust box and undoing the four nuts and bolts which are

attaching the prop shaft to the diff and then the eye bolts through the back, then the two drive shafts and two nuts holding the front bracket.

After removing all of this, I started to try to lower the differential to find that as I had already fitted a new rear spring, the bolt which goes through the middle of the leaf spring had a larger head which sits in a hole on top of the differential and was now wedged, this then meant I had to undo the nut on top so that I could lower the bolt and differential in one piece still wedged into it, not as easy as I thought!

Once the diff was off with a bit of sweet talk and a few kisses, Sue allowed me in the summer house to continue working in the warm. After undoing the 8 allen key head bolts which holds the two side shafts into the diff and then all the other bolts holding the rear casing I could then split the casing off from the front of the diff.

I will add that I did empty the oil before doing this



# Gatwick Herts & Beds

as I know Sue would not have been happy if I didn't. I then checked for back lash in the differential which to my surprise my 50-year old differential had held together really well. Removing the front drive shaft, this allowed me to replace the front oil seal and with the two side shafts out could replace both bearings and both seals. On reassembling the diff back together I would be replacing the rear casing with a new aluminium larger version of the old. The bolts which go through the middle of the rear spring have been replaced with a new bolt with a smaller head like the original one. The new oversized casing now allowed more oil to be replaced in the differential hopefully for more protection in the future hopefully the refitting will go back together more smoothly.

Our Club day zoom Meeting was on Valentines day so we decided to ask Members to send photo's of



their beloved Cars with a Valentines theme, so here they are.

Let's hope that we will be able to meet up in person very soon

*Mike*

## Gatwick

e-mail: [rowfantgardencare@hotmail.co.uk](mailto:rowfantgardencare@hotmail.co.uk)

Tel. 07775 564427

Hi all. Hope you're all keeping well. Again it's a short one, but hopefully things will be improving by the time you read this. Not sure when we can meet up yet, but give me a call and I may be able to say what is happening in March.

Take care

*Tony*

## Herts & Beds

e-mail: [peter.h.lewis@ntlworld.com](mailto:peter.h.lewis@ntlworld.com)

Tel. 01582 750943

Hi Folks, well that's Christmas and New Year.

We did manage 14 at the Christmas Dinner at The Old Hunters Lodge Whipsnade just before total lockdown, all spaced out ...or was that the wine ?? Good to see Antonio again since he left the Raven.

I have some sad news as Graham Winborn Has passed away, always supportive but had battled a long illness throughout last year.

We await any details from Nicky and will offer any help that may be needed in this sad time, Graham is riding his Stag in the happy grounds now.

I rarely get any clues to write pages of waffle but here is some antics:

Colin is having the 2000 clutch replaced, Nick misses a Pint at the Raven. Phil has put the bins out, Dave has started his FWD 1300 up, Paul missed out on a Cuppa, Alan has managed to drink all the Xmas wine as the family meal got cancelled then refurbish the Spitty brakes, Pete S has changed his fuel hoses, Stuart R has a new date for his old radio club rally, and Martin has done 3000 miles last year in his Herald and over 500 in 2021 already. John has been having too much fun with his new carpet shampoooooer.

Me I've just used my snow blower to shower a guy walking up the road, apparently you're supposed to look at what you're doing Ha ! Also fitted a new circuit board to the gas boiler and replaced the cloaks Macerator.. so we had a cold day and one day in the Shi-zer

And I have a photo from Martin (probably when he was my Doctor with his Herald in 1978)

Nice hair!!!

Many of our age group have had the vaccination at a variety of centres but the jabs are progressing well, lets all wish for a light at the end of the tunnel and with days getting lighter and brighter and the sad news and lock down suppression depression turns back to safe outings and meetings being re invented some time soon, so we can all get some safe social activity ...read into that whatever makes for a smile



*Pete*



## West Kent - M25 East

### West Kent

**e-mail: [westkent@tssc.uk](mailto:westkent@tssc.uk)**

**[www.tssc-westkent.org](http://www.tssc-westkent.org)**

**Tel. 07810 102525**

Hi folks. Been getting out with me new dog, but cars tucked well away. Spitfire in a warm garage and Dolly still out, but cotton cover covered by a storm car cover and a cheap breathable cover over that. She has now got a heater and a dehumidifier inside and it does keep things dry.

Been busy rewiring both the cockpits again. Couldn't understand why the dashboard only needs 9 cables and the aux about the same yet the tangle of wire was impenetrable.

Ripped it all out started again and great, only 18 wires in shrink sleeving.

Haven't heard from anyone this month so no idea what is happening. Detling. They seem to be sticking to no indoor stands, so nothing booked. If anyone is interested we can group up near the bus's and head in together.

No news on meeting venues and I doubt the 'Woodman' will be open as planned. Those who came to the breakfast meeting there will know Peter and Rob, organisers and owners of Classic Cars Re-born. Rob working fine on the Friday, just went in his sleep. We could have had a great parade at the funeral, but no chance.

So just ticking over, had me jab so one step closer to the Boars Head.

Take care and please send me any news of what you're up to.

*Colin*

### M25 East

**e-mail: [herald1360@btinternet.com](mailto:herald1360@btinternet.com)**

**[www.facebook.com/groups/152603311545573/](http://www.facebook.com/groups/152603311545573/)**

**Tel. 07938 526324**

*Here Follows a Feb report which didn't reach me for Feb issue. It arrived with the March one! So here it is first! - Bern Ed.*

Hi all, I trust everyone is keeping well and coping with our continued restrictions. It can't be that much longer now till we're all let off the leash, can it??

So far we've got a few dates for shows and even booked one or two. The only thing is I can't really see some of the early ones happening. The MG and Triumph Show has been put back from February to

April. (Now August - Ed.) Although, now it's moved to Telford I doubt whether any one will go from our area.

Disappointingly the Enfield Pageant have already said that they will not be holding their show at all this year.

Our first get together should be tinkering day next month, so let's hope restrictions are lifted a bit by then. All this down time does have its advantages as some of you clever people have been busy with various projects. It's been a bit of a competition between a few of us regarding wind deflectors. Numerous designs have been thought over (and fought over ha ha) and developed with most of us opting for perspex types. Barry being the exception with a posh folding mesh type.

Malc has just come up with what he calls the Mk5 deflector. He has adapted one from what car, I don't know but this time he has gone down the mesh



route instead of perspex making it much lighter. It's also foldable so it can lay flat and also folds in half width ways to fit in a carry bag. Looks very good in the photos, will have to check it out in the flesh.

And yes, Malcolm, you get full credit for this one ha ha.

I finally took the plunge and bought one of the 'Hi Torque' starters from the club shop. All seems well except for the fact that the ally spacer used with the original starter needs to be machined to about half of its present thickness to make the drive mesh with the ring gear fully. A trip to the machine shop methinks. (*you don't need to fit the Original Spacer John as its now built in on the new Starter - the Motor will 'Throw' the bendix out further when electrically energised than when you try to pull it out by hand!* - Bern. Ed.)

Recently I've heard loud rumblings from the Pringle workshop. There's a big project being undertaken and it's got something to do with the fact that Brian's finding a bit of a struggle walking round all the toot stalls and stuff at shows. He's only gone





and got himself a mobility scooter in the form of a trike in need of renovation. Another trailer is also being constructed in conjunction with the project. This is so he can bring it to shows, towed by Lightning. Once the actual trailer is done then he will be making it presentable so it's in keeping with lightning.

Hmmm...how mysterious, wonder what it'll look like. One thing is for sure, it'll be another one of Brian's 'creations' ha ha. That's about it for now folks...all the best

*John.*

*And now heres March- Bern. Ed.*

Hi Folks, firstly, apologies for the lack of a write up last month. I don't really know what happened there. I did submit it but for some reason it never got printed. Oh well, you should be doubly excited when you're reading this months.

So, what's been going on in the M25 East Area - not a blooming lot actually, for obvious reasons. Some of you peeps have been feverishly working away and have kindly sent me some words and pics for this months write. Good job really as it would have been a bloody short one otherwise ha ha.

So, without further ado it's over to Paul with his tale of fitting and emergency bonnet release to his TR - "Whilst releasing the bonnet recently on the TR6 I finally decided that having the emergency bonnet release in the shed wasn't actually going to help in the case of an emergency, so decided to finally fit it. I had a widely available 'off the shelf' kit and it does seem fairly simple to fit. However, I wasn't quite happy with the proximity to the steering column and the way it engaged the existing lock in my particular car, others may not have the same problem, so I made a few changes that seem to work for me.

Firstly, I took the release rod and carefully placed a couple of bends in it to go around the steering column. I then bent the tip of the lever to engage the latch more fully when it was towards the end of its travel as I had also included a thin washer to bring the lever out slightly to clear some of the bracketry.

The kit also includes a stop bolt but so that this en-



gages better with the lever I added another nut to allow the bolt to extend out further. Finally, I found that the 'handle' inside was difficult to locate easily and was close to the bulkhead, probably exacerbated due to the kink added to the rod. Anyway, I decided to straighten the 'handle' and then use an electrical connector to add a key ring as an easy to locate handle (I filed a groove in the rod for the terminal screw to engage). End result is that it is so much easier to use and rather makes the normal release the emergency release!

Thanks for that Paul, a good upgrade for any TR with that type of bonnet release. And now for the second instalment of Brian's 'Mater' Scooter Trailer build....

This month has been quite productive but with the restrictions of lockdown we're stuck with materials we've got in stock which limits your selection a wee bit. However, we've done very well with Johnson banners, plastic guttering and flowerpot holders and a couple of big bed sheets and some aluminium strips and wire



netting. I did have to get hold of some special



# M25 East - Newbury

## M25 East Continues

hardener for the fibreglass resin which was able to work in these delightful temperatures. The most difficult work was his dentures - the example on show was the third attempt. Which we are quite pleased with. Also the radiator has come out quite well. Manufactured from a header tank from son Neil's old MG Midget and some sheet aluminium neatly laminated with bed sheet.



The next big issue will be acquiring some suitable suspension units and wheels to make up the running gear and then of course the refinement of the paint job, lights and sign-writing. I don't think I can accommodate Richard's beer barrel request but I'm sure there will be room for a few cans. As far as Chris's suggestion of extra mirrors for the scooter, not sure about that but I'm looking for a nice whip aerial and a tiger's tail and a nicely fitting Parka to complete the look. Stay safe everyone and hope to see you soon. Fingers crossed for tinkering day. Cheers

**Brian.**

Thanks Brian for those words and pics, looking forward to the next instalment. I have tentatively added an event for this month - provided the rules allow it. It's our annual Tinkering Day and all are welcome to bring your cars along to the Hill House-hold for a day of mild fettling and general tinkering of our cars ready for what hopefully (fingers crossed) will be a great summer. Even if you can't bring your car just come along for the banter and cake. Here's hoping!!

Also if rules are relaxed a bit we could have our monthly meeting on **Sunday 28th**. Even if pubs are not open we could still think of something.

Anyway, we'll just have to wait and see - hopefully see you all soon -

*John.*

**March Events - Sun 21st - Tinkering Day (only if Covid rules allow)**

## Newbury

**e-mail: [malcolm.hannington@btinternet.com](mailto:malcolm.hannington@btinternet.com)**

**Tel. 01635 868640**

I have to say it feels strange to be making my writing debut during a time like this. Anybody reading this will, I am sure, share that sense of longing for a return to the 'good old times'. It seems like an age since we last met to share a pint and a story but we live in hope and know that we can still find positives in these difficult times.

And that is certainly what I found when I asked our club members for their news. The first to respond was Nigel who shared the astonishing news that he had been very active in the secondhand classic car market, having purchased no fewer than three, yes three, TR7s. This was all the more noteworthy as I had, unbeknownst to Nigel, sold my TR7 in the same timeframe.

The fact that three of the four cars were in mint condition and still in their original (Scalextric) boxes, should give you an idea of the lockdown activities of at least two of our members.

And whilst some have been racing their new purchases around their living rooms, others have been otherwise engaged. Mary thought people would want to know that she has now consumed all of the out of date edibles from the Raffle Prize Bag. She couldn't let the chocolate and biscuits go to waste, could she?

In other news, Ian is giving his TR6, TR7 and Bon-neville a fortnightly warm up and Nigel is looking forward to tackling the seats of his full size TR7.

The foam has gone flat and they are not very comfortable at all.

Steve's Dolly Sprint is up on jacks as he is upgrading the brakes. He has fitted both sides but is still waiting for the flexible pipes to finish the job. Steve is also replacing the copper pipe from front to back and the overdrive doesn't work.

The wiring from the gearstick switch had come away, requiring new connectors. It has proved very difficult to get the gear knob off, because of a slotted nut that won't budge. This, coupled with a recently discovered hole in the exhaust pipe, will keep Steve busy for a bit.

Finally, our AO Dave has been working on a simple 2-speed modification for the Herald/Vitesse single speed wipers and will follow this up with a variable speed version. Hopefully we will not need any wipers this summer!

We are certainly creative in the Newbury branch



## Norfolk - Northants

and are considering whether a Zoom meeting or Triumph Quiz Night might be a way forward. Recent footage from a certain Parish Council will mean that we won't be broadcasting live and we certainly don't anticipate removing anyone from the call. All members would be most welcome!

In the meantime, keep your engines warm, your hopes high and your TR7s on the race track.

*Robin*

### Norfolk

**e-mail: [mike.carroll01@btinternet.com](mailto:mike.carroll01@btinternet.com)**

**e-mail: [paultssc Norfolk@gmail.com](mailto:paultssc Norfolk@gmail.com)**

**Mike. 07828 103064 / 01502 476699**

**Paul. 07584 000442**

Hi everyone, it's over a year since Covid started to make an impact on our daily routines but with the roll out of the vaccines we may shortly be able to start our return to a more normal life once again. Your AO's have not been idle as there are many events on the backburner that that have planned during the enforced lockdown periods.

Paul & Christina have a Scatter Run organised that ensures social distancing therefore we shall probably kickstart our event season with the Scatter Run and then see how things develop. Fish and Chip Runs, Broads Tours, Castle Runs and more are also ready to be enjoyed once we are able to organise dates for them.

The Norwich meets really need a new venue therefore any Norwich meetings (Jan, Mar, May, July, Sept, Nov) will initially be held as a run out to a safe venue throughout the southern part of the county and when we can once again meet safely and socially a new venue will be found for all in the Norwich Area.

The Necton (Feb, April, June, August, Oct, Dec) meets will resume at the Windmill Pub unless circumstances force changes as soon as it is safe to do so.

Hopefully when we resume our events all those lockdown projects will be complete up and running like a dream and super shiny, I for one am looking forward to seeing convoys and car parks full of Triumphs once again.

Remember to check into our Facebook page and keep your eye on any announcements on the main TSSC website for updates.

It's not been mentioned for a while but we do have

hub pullers, spring compressors, door gap adjusters, spring lifters etc. available for hire at a nominal charge if you need specialist tools to complete the work on your Triumphs.

If you need to hire any of the tools drop an email to [mike.carroll01@btinternet.com](mailto:mike.carroll01@btinternet.com).

Also remember that it is important to have agreed value on your Triumph. You will be surprised at how much your car is actually valued at as the valuations also take into account the cost of finding a replacement. Most of our cars are worth several thousands of pounds and you could easily be out of pocket if you find yourself having to settle for market value. At £15 for two years the club valuations are exceptionally good value for the extra piece of mind that they give you.

Looking forward to seeing you all soon.

*Mike, Paul & Christina.*

### Northants

**e-mail: [nigeljohnhawes@gmail.com](mailto:nigeljohnhawes@gmail.com)**

**[www.tssc-northants.org](http://www.tssc-northants.org)**

**Tel. 07879 491778**

Hi, I know it's been a while but at last I have a reason to write a report.

Although things are still unclear, we have taken the step of provisionally booking Top End Farm campsite with a view to holding some kind of camping weekend. If allowed, hopefully by then things will be a little more settled, this will take place on the **3rd to the 5th September.**

We may or may not be able to have the normal games and activities but at least it would be an opportunity for us to get together. I hope you have kept those Hawaiian shirts as we plan to roll over last years planned theme.

We have been having Zoom meetings on the second Wednesday of the month in line with what would be our normal meeting night.

The format is similar to a normal club night. The quiz next month will be set by Lynne and Keith from North Yorkshire as they won last months.

The great thing about Zoom is that we can have people at the meeting who logistically would not be able to come along, so if you fancy joining us contact me for the ID and pass code.

Cheers and stay safe

*Nigel.*





## Northern Ireland

### Northern Ireland

e-mail: [heatheranddouglass@gmail.com](mailto:heatheranddouglass@gmail.com)

Tel. 07707 288233

We will be well into the year by the time you read this report, hopefully with better weather and less Covid restrictions in place. I hope you enjoyed last month's edition although I found it quite difficult to prepare with so little taking place, other than updates on Covid19. That reminds me, thank goodness both Heather and I have received our first vaccine jab with the second one due in early April, hope you have had yours too! With a little spare money about the Hogg household after Christmas, since we hadn't been going anywhere or eating out, I decided that it was time to support the club shop.

For some time now I have had some trouble with my boot support stay on the TR6 and thought what can I do! I noted in the club catalogue that there was an advert for a boot ram kit for a Spitfire 1500 that came with all the fittings and, most importantly for me who is mechanically challenged, was easily fitted. As it came for a reasonable price I thought, in for a penny in for a pound, I'll order one for myself and the other for Simon and his 1500. Now that I'd got the hang of ordering, and still a few pounds available, what next, I thought! As both the TR and Spitfire have separate homes to live in, but are continually walked around in their respective garages, I came to the conclusion that they needed a little warmth whilst they sat in there alone. Low and behold, two pages further on in the catalogue I found an advert for indoor covers by Super Text that were tailor made for each model with, or without, an optional printed Triumph logo. So, yes, you've guessed right, one of each, both in blue and one with a Triumph logo in silver



for me.

Both rams are now fitted to the respective cars and I must say that they look very well and do their job without any problem. Initially there was a little concern about the weight of the TR6 boot as it wasn't shown as an option, but I am happy with it. I think the indoor cover looks good too, although a little steep to have the logo applied!

If Covid19 remains the way it has been there might be more savings to be made within the household in the next month or two and I'm already looking at bonnet rams for the Spitfire and the GT6. These gas bonnet stays are a superb way of assisting with the lifting of the bonnet as with the conventional bonnet stay in place it ideally takes two people to lift the bonnet, otherwise due to its weight and size, it can flex and distort resulting in fractures of the paint and ultimately rust. In truth though the GT6 option may not take place for a while as she needs a good respray first, although I suppose I could buy now and have it fitted later. One of the advantages of doing it now though is to take up the recent offer in the Feb Courier of a 20% discount for members if they sign in on line, or phone, and use their membership number. So, give it a go, as I have, you might be surprised what's on offer and the price, even with the postage costs. If you haven't a catalogue ask for one and support our club shop, although a new edition should be in the post about April time again this year.

Just a reminder about a Triumph Spitfire 1500 model 1979 up for sale by Ken Elliott in Bangor with all the metal work and suspension done and NO rust, I'm told! It has two engines and two gearboxes available, one with overdrive and there are loads of spares, being the best parts available from two cars. It needs finishing by an enthusiast, as they say, and thankfully the tax book is still available for the car. The asking price is now £1,750 ono, down a considerable bit from the original asking price conveyed to me. Ken lives at Lord Wardens Avenue Bangor, Co Down and can be contacted on 07774672309 or email address





## Notts

mustangken@gmail.com should you have any interest in the car.

The way matters are going now it looks as if we won't be able to make our annual dinner date for Sat 6th March so we will have to see how matters proceed in relation to Covid19 restrictions nearer the time before any further decisions are made on the subject. As I mentioned in last month's report, I have pencilled in our first run of the season for Sat 27th March with us meeting at Dunsilly Park and Ride, Antrim. As usual further details will be provided nearer the time when I have the most up to date local information on Covid19.

Nothing has changed recently as regards the stand-alone trunnion oiling this year, it being combined with the Lift, Look and Lubricate day, on Sat 17th April at Colin's home at Scarva that will, of course, include the opportunity to have our trunnions oiled. I know I mentioned it before but remember, in case you aren't aware, Colin has a full-sized hydraulic lift at his disposal in his large spacious garage so there will be a good opportunity to look at the underneath of your car, for some maybe, the first time.



As you know Valerie and Ernie (F) are avid lovers of Spain and take every opportunity to travel there to their holiday home. Notwithstanding we are in the middle of a very cold and wet weather period they sent me some photos, one of which I will add here. This is Ernie enjoying himself among the almond blossoms.

Thanks, we really needed that in this weather, very romantic though!

If the **Argory** goes ahead this year we will meet up there on **2nd April and May Day at Shane's Castle, Antrim on Mon 3rd May** but, like all these plans, we will have to wait and see. I have been in contact with Lisburn and Castlereagh Council about the Mayor's Parade and our **Totally Triumph Show in early May** but there has still been no firm reply yet from them although they, like us,



have pencilled in the date of **8th May** for the event. If these events don't materialise, we will still be able to take part in the **short run in North Down and a BBQ at the home of Alan and Pam (F) on Saturday 15th May.**

It is still intended, at this time, to have our **weekend away in the Enniskillen area** and the surrounding hinterland during the weekend of **22nd /24th May** so remember to put that date in your diary.

We might, when we are in the area cross over to the ROI so be prepared to have your Green card for European Travel available.

\* Just wondering there - Do I need a new or reconditioned distributor, if so, do I go for a standard points or an electronic version! I see though that all the units as a blessing come with the correct centrifugal and vacuum advance curves as well as a vacuum module/micrometer adjuster, whatever all that means. I don't think I've saved that much and anyway; I need to be careful as Heather reads these reports when the Courier arrives each month.

In the meantime, until we meet up again, keep safe and well. Remember as I said last month, we will Triumph over this current situation if we comply with local directions, given for our safety!

*Douglas.*

## Notts

**e-mail: [nigel.hill@hotmail.co.uk](mailto:nigel.hill@hotmail.co.uk)**

**Tel. 07976 163006**

Are you going Mad as a March hare yet!! Well spring is nearly here and vaccinations are flowing too, fingers crossed it won't be long before we can meet and greet again. As we haven't been able to do a great deal, we have been working on our Triumph Spartan and Nigel is in talks with the Triumph Weekend event. As one of the organisers of this event it's with bated breath and fingers crossed that it will be happening in August 2021.

So keep your eyes peeled for information on the TSSC facebook page and the Courier to find out what is happening. We are both looking forward in seeing you all very soon.

In Nottingham area at Papplewick pumping station there is there annual classic car event you have to contact them direct if you wish to display your car. We know the driver and one other can get in for free but you do have to stay on the grounds until 3.30pm. This is a very sweet show and local. If any



## Notts - Peterborough

### Notts Continues

of the Notts members know any events happening let us know so we can pass details on to our members.

Don't forget the TSSC Club Shop is available to order online.

Hopefully we are coming out the other side of this pandemic. We want you to stay safe and fingers crossed we can see you all very soon.

Kindest regards

*Nigel & Di.*

### **TSSC Manchester Area New AO/s Wanted**

**Please Contact**

**Nigel Hill**

**Area Liaison Officer**

**for Details**

**We will offer all the help needed  
to do this**

**Tel. 07976 163006**

### **Peterborough**

**[www.tssc-peterborough.webs.com](http://www.tssc-peterborough.webs.com)**

**Tel. 01778 560507 / 01780 470358**

**01778 392629**

Our second meet of the year was once again held on 'Zoom' and I have to say it was a really successful and enjoyable affair. Numbers were a little lower with just eight in attendance (must have been the snowy weather), but we certainly had a varied and interesting meeting. First-off we were treated to some fabulous old vintage film footage by Dave Beardsley. The first was a really early Triumph Herald advertisement in the making. The car registration (if I noted it correctly) was WVC934 but sadly it doesn't come up on the DVLA database so it may no longer be around. The second was from the 1965 (or 66) Rally des Alpes which featured the works rally Spitfires. Sadly, both films suffered a little from buffering over the 'Zoom' connection, so Dave is going to investigate how he might upload them for us to view prior to our next meeting.

Whilst Dave was in 'screen share' mode he also showed us some photos of his ongoing TR4A chas-

sis-up restoration. There is a mass of work still to do but he is making steady progress and I'm sure he will make an excellent job of it. Certainly, there were one or two rather 'bodged' past repairs that only became apparent once the car was fully stripped down and these have now been properly sorted. We will look forward to further updates from Dave as he progresses.

#### **Free Area Raffle**

Doug B was recently talking to TSSC chairman, Chris Gunby, and the subject of a proposed area raffle came up. This is something we have been thinking about of late as a way to try to keep something of interest going for our group during these difficult times. We have always held a raffle at our regular monthly meets, but obviously have been unable to do so since this time last year.

The idea is that we will hold a virtual 'Spring' raffle and everyone within the Peterborough Area can enter. There will be two prizes - first will be a £50 voucher and 2nd will be a £25 voucher, both to spend in the club shop. Chris has very kindly offered a contribution to the prize fund from the club, with the balance coming from our area funds.

All you need to do to enter is to send Charlie (c.noble@noblesoft.co.uk) or I (paullumsdon@outlook.com) an email stating '**TSSC Peterborough Area Spring 2021 Raffle entry**'. For those not on email just give one of us a call to register your name. Our telephone details are given in the Area Directory listings at the beginning of the Area News section of the Courier. Entry is absolutely free.

All entries must be made by **Sunday 11th April 2021**, and the draw will take place during our April Area 'Zoom' meet on Monday 12th April. We do hope that as many of our local members as possible will want to take part. Please note, we will be checking the entries to ensure that they are from the Peterborough Area - as defined by the club postcodes for the area. That said, everyone from the area, whether you attend our area meets or not, is very welcome to enter.

#### **Behind Closed Garage Doors**

This is where we feature news of your Triumph (and other) servicing and restoration projects that you may have been undertaking during the past year of 'lockdown'. We'd love to hear what you have been up to so please jot a few words down and send to either Charlie or myself.

This month we return again to Doug Balderson who has kindly submitted updates on both his TR4 and his modern Subaru. Let's start with the TR4 - over to Doug:





## Scotland Central

*'I have spent many cold and uncomfortable hours laying on my back unravelling the temporary electric arteries under the dashboard of the TR4, that were needed to ensure the SBD MBE ecu, the relays, etc. all ran properly and then rerouted them and cut and refixed terminals to neaten everything up. I had purchased an Innovate Motorsports (American) Lamda Air/Fuel Ratio Wideband Gauge Kit AFR O2 Sensor and the cable that joins the wire from the lamda sensor in the exhaust to the gauge wire was 10'+ long. Where the gauge is situated under the dash in the TR, its own feed lead is actually long enough to reach through the bulkhead and join up with the lead from the lamda sensor from the engine side of the bulkhead - with a small amount of cable to spare. The 10' long connecting cable has a small circuit board built into the plug/socket and all I need is an adaptor to marry the two cables together - surely that can't be too difficult!? The UK supplier has not bothered to reply to my e-mail request. I e-mailed the American manufacturer and received this reply - Unfortunately we don't have what you need. We also do not advise shortening any cables. No name, no help, no apologies! The minimum length of cable is 3' - so the original cable is all tightly coiled up and cable tied against the bulkhead. Hope I don't need any of their products anymore. Whilst juggling and bolting something under the bonnet I dropped a nut and when retrieving it from underneath the car I noticed one of the front Spax Krypton Gas shockers is damp at the bottom. That's certainly another replacement job for the list - when it gets warmer. It is quite an 'adventure' - but I am looking forward to using it in the spring, if Boris will let us out.'*

And now a few words regarding the Subaru and the joys of owning a modern car:

*Interesting fact. Late November the Subaru Outback has just had its windscreen cracked emanating from a stone chip at the top of the screen near the centre - it joined two others. One of the cars standard fitments is 'EyeSight' - which in computer speak means it has 'stereo vision and maps the environment in front of the car' for safer journeying! Unfortunately, the car needs an MOT very shortly and the crack across the screen may fail that test. The crack has also been sensed by the 'EyeSight' programme in the car's computer - and subsequently has shut off a 'few safety features'. So, it's an insurance claim - and as when the new windscreen is fitted it has to be taken to the dealership to have all the safety features reset and then we'll be off for an MOT!*

*The joys of owning a modern car!'*

Thanks for sharing your experiences Doug. Isn't life so much simpler with our old Triumphs? We are lucky in so much as our cars are relatively straightforward to work on and much of it can be done by ourselves, assuming a degree of knowledge as to how they work, and one or two specialist tools always help.

On the subject of 'Specialist Tools' do you own any tools that are brilliant for completing a specific job, but which get used once in a blue moon? If so, would you be willing to lend them out to other members of the group to save them buying them? We discussed this at our meeting, and we think it might be a good idea to put together a database of who owns what within the area. Again, please let Charlie or I know what you might own that could help out another member of our area, and that you would be willing to lend out. We will compile a master list which we can share with our local group.

Well, that is it for another month. **Our next meeting will be on Monday March 8th** and will again be via 'Zoom'. We will send out an invitation and link to the meeting shortly beforehand. It really is good fun, and as good as it gets for the time being. We'd love to see a few more of you in attendance. If you are new to 'Zoom' technology, please give one of us a ring and we will do our best to talk you through it. In the meantime, whether you can attend the meeting or not, do please register for the free raffle. Remember you have until **Sunday April 11th** to enter this

All the best

*Paul & Charlie*

### Scotland Central

**e-mail: [dave.fray25@gmail.com](mailto:dave.fray25@gmail.com)**

**Tel. 07557 659311**

**[www.tssc-scotland.org](http://www.tssc-scotland.org)**

**FB. [www.facebook.com/groups/TSSCScotland](https://www.facebook.com/groups/TSSCScotland)**

We had our first Zoom meeting of the year on the 4th Feb and it was good to hear the banter among the club members on the virtual Zoom meeting even if we did have a few teething issues getting people on the meeting in the first place, it's really baffling why some members were able to join the meeting with no problems while some could not get on, I guess it's all part of the learning process for all of us, **Our next meeting is on 4th March at 7.30pm the meeting ID is 99481631251 and the**



# Scotland Central Somerset - Southern

## Scotland Continues

**passcode** is 111508, If you would like to send me your e-mail address i can e-mail you from the meeting with a link if you struggle to get on,

Colin gave us a tour of his garage and some very interesting bodes that he has come across on his latest project that were carried out by a previous owner, including fitting an outrigger the wrong way around, Colin also shared a new tool he has fabricated for his press to make ribs in steel panels,

I have been working on the Folding Caravan and have now finished (see pictures ) this involved a number of tasks including a repairs to the front corners of the caravan, rotten timbers, new paint job, new LED lights all around, new cushion covers and curtains. Just need to find some shows in 2021 that we can all attend.

On the shows front we have now had conformation that Moffatt and Thirlestane Castle events have been cancelled for 2021 but are hopefully back on for 2022,

There was an article in the press this week that Morris Leslie Group are looking to build a motor Museum near the Friarton bridge, Perth Scotland, exhibits suggested were Buick, Harley Davidson and Preston Watson all who have link to Scotland, and features on Jim Clark, Jackie Stewart and Dario Franchitti.

Stay Safe

*Dave*

**Please Send Area News to:**

**courier@tssc.org.uk**

**By 8th of each month - Thank you**

## Somerset

**e-mail: [harry.vc.every@gmail.com](mailto:harry.vc.every@gmail.com)**

**Tel. 07850 273823**

Hi all, hope this report finds you well in this challenging time. Whilst it is still very difficult to plan for the usual events that would be held throughout the year, things are beginning to look promising and with any luck we might be able to get out in our cars in the months to come.

We had the regulars at our January zoom meeting and we had some brief discussions about where we would try and hold our monthly meets once the restrictions had been lifted although no conclusion was made.

By the time you read this our AGM would have already taken place and you should have received an email detailing any points raised during the meeting. For those who do not use Email we will make sure the AGM is summarised in next month's courier.

As you may have read in the previous edition of the courier myself and Maggie will be stepping down as Area Organisers but hopefully a new AO was elected during the AGM.

If this not the case and you would be interested in taking on the role please give me a call to discuss what the role involves or get in touch with Nigel Hill TSSC Area Liaison Officer.

Best wishes,

*Harry & Maggie*

## Southern

**[www.http://triumphsouth.20m.com](http://triumphsouth.20m.com)**

**Tel. 01252 722432**

Hi all, I know it's now March but I hope you all had a good Christmas. This lockdown has severely stopped anything classic car related so not much to write about.

John and Angela Cowey have sold Angela's yellow 1500 Spitfire. John told me that it wasn't getting the use it needed. They sold it to Jim Sparrow who lives in North





## North Staffs

Boarhunt, so it stayed local.

A few weeks after the sale Jim phoned John to say he couldn't get it into gear. Did he have any clue what it could be. John then phoned me and we both came to the same conclusion that it was either the clutch master or slave cylinder.

I had a word with Jim and popped out to see him as it was essential that the Spitfire was working properly. After bleeding the system we managed to get the car moving again but it was still a bit of a struggle to get gears.

I suggested to Jim that he bought new slave and master cylinder as the ones in the car had probably been from new and get a garage to fit them as Jim is not mechanically minded and I could not kneel on my new metal knee.

I went back a couple of weeks later and oiled the front trunnions for him. Now Jim is raring to go and very keen to start driving it to work when the weather gets better and is up to joining us at the Seven Stars when the restrictions are lifted.

One local show that at the moment is going ahead is the **Nostalgia Show at Stansted Park. This will be from Friday 25th June until Sunday 27th June.**

The web page: [www.thenostalgiaishow.com](http://www.thenostalgiaishow.com)

All the info for entry is on the web page and there is camping available.

As for my Vitesse the rear body including the doors are in first stage primer but that was back in November. Since then, nothing as the welder who travels from Swindon is in lockdown.

That's all for now folks

Take care

*Mark*

### North Staffs

**e-mail: [triumphsportssixstaffs@gmail.com](mailto:triumphsportssixstaffs@gmail.com)**

**<https://tsscnorthstaffs.home.blog/>**

**Tel. 07939 603061**

Hi All. Well here we are March and who knows as I write this, will we still be in lockdown when you read it???

Hopefully, things should start to improve as the vaccine program accelerates and we move into spring, at least we should start seeing warmer weather.

Again there is not much to report due to lockdown curtailing any activities, speaking of which I think I mentioned I was suffering from back pain last month, unfortunately, there has been no improvement and I'm struggling walking far let alone crawling under a car so very little done to any cars.

I'm sure that many of you will have been polishing and fettling your Triumphs into a condition never seen before with so much time to spare.

I'm not sure if I gave a welcome to Carl Worthy if not apologies to Carl, for the very late welcome, this only came to light with a new update of members can I also apologise to any other recent new members who I've missed if you are not receiving any emails from me its because I don't have your address or its out of date, please send me an email if you wish to be added to my list.

You will have noticed in the Courier a request for an AO for the South Staffs area, I felt that as many members can be a long way to the south of Birmingham down as far as Kinver which is less than 5 miles from Kidderminster, there was a need to accommodate those members with a more local area meeting place.

Let's hope that someone will step up and help build a new area to support the members in the south.

I have now posted a list of events that can be found on the club's website and areas blog (address in the Courier.)

I need to update a change of date for the **MG & Triumph spares day in Telford which was changed to August 22nd** and by the time you read this hopefully have added some more show dates.

If you know of any local events that we could attend please let me know, not much more to tell you so stay safe and let's hope that we manage to have a better year than last year.

Cheers

*Dave*

## TSSC South Staffs Area New AO/s Wanted

**Please Contact**

**Nigel Hill**

**Area Liaison Officer**

**for Details**

**We will offer all the help needed  
to do this important Job**

**Tel. 07976 163006**





## **Suffolk**

### **East Sussex - West Sussex**

#### **Suffolk**

**e-mail: [suffolk@tssc.org.uk](mailto:suffolk@tssc.org.uk)**

**Tel. 01206 250360**

Hi all. Apologies for not writing anything for the last few months, the lack of meetings and events has meant my source of news had dried up a little. However, it's 6 days into the New Year now and with a new enthusiasm for things to do during lockdown, I've put out some feelers, and most of the news that's come back has been the same.

- 1) It's too cold to be in the garage.
- 2) I can't get to my storage because of lockdown rules.
- 3) Something's gone wrong with my non-Triumph so I'm fixing that.

Colin's Land Rover has failed the MoT, so he's been working on that, which means the Herald Estate has been untouched for a few months. He just needs to sort the engine for it, but has most of the rest of the mechanics ready to go on.

Peter's Vitesse and Ferrari are all tucked up for winter and haven't moved anywhere. His Audi failed the MoT on a broken spring, but due to some other suspension parts being fused together, thanks to a steel bolt in an aluminium casting, it meant the repair was a bit more expensive than expected.

Chris has been doing some indoor work, wood-working and researching his family history. His TR3 fuel pump will have to wait until he can get back to his storage, along with the paperwork for his latest completed TR6 restoration.

As for me? In November I got the first UK MoT for my 1968 VW pick-up, I've replaced some seat-belts in the TR6, and looking at fitting some refurbished Strombergs to the GT6. I've also been hovering over the purchase of a diesel space heater for the garage, I need to do something to make it a little more habitable during this colder weather and stop me watching TV during lockdown.

Springtime can't come quick enough! All the best everyone and keep safe!

*Russell*

**Please Send Area News to:**

**[courier@tssc.org.uk](mailto:courier@tssc.org.uk)**

**By 8th of each month - Thank you**

#### **East Sussex**

**e-mail: [chris-gordon@live.co.uk](mailto:chris-gordon@live.co.uk)**

**Tel. 01273 813691**

Hi All. I haven't put pen to paper for a few months, as some of you will know, I have been unwell and spent some time in hospital, luckily not with covid and hopefully I am on the mend, but on a personal note, I would like to say a massive thank you to some of the people in our branch, who have been very supportive to myself and Chris, through a difficult time and am hopeful for a better year and maybe get back to shows and get togethers. I will keep you informed of future meets as soon as it is possible and safe to do so.

Not been able to do much on either of my cars, because of my situation, only small jobs, in 2020, my overdrive switch packed up, I ended up buying two new ones, before I got one to work, all brand new Lucas ones, whatever happened to quality these days, all working ok now, thanks Pete again.

One other small job I tackled was the fitting of a new steering wheel on my 1500 spitfire, I was recently gifted a very nice Momo wheel, the next problem was finding a suitable boss to marry up the two together, it turns out that 1977 onwards the steering shafts much thicker, it's the same size as the TR7, any way sorted now thanks to Ebay, That's all for now, and hopefully we will all be able to meet up soon, stay safe.

Regards

*Ian*

#### **West Sussex**

**e-mail: [nigelayre@hotmail.co.uk](mailto:nigelayre@hotmail.co.uk)**

**Tel. 01403 253034**

It's a slow news month in West Sussex, with very little TSSC-specific to report. But the complete absence of news doesn't quite bring a complete absence of a report!

Whilst stuck at home, at least three of us have been up to something!

It would seem that Glen has been sorting out his nuts (and washers) and now has them all filed away in small drawers and neatly la-



## North Wales

belled (pic). To me, they look great, but the wise folk of Facebook have persuaded him to rearrange the whole lot from vertical to horizontal. So if anyone fancies a new topic for an argument, sorry discussion topic, to rival the "which way should a boot rack face?", here's your chance!

Although I wouldn't expect to achieve Glen's level of order, I quite fancied a few of those little drawers myself. Unfortunately (for me), Henrik got in first, nabbing all 48 that Glen had left. I look forward to seeing them in action at some point - if only because it will give something else to report!

In the absence of new storage to get to grips with, I finally got round to downloading the TSSC Valuation Form and taking some fresh pictures of my Spitfire - I even popped the 2021 TSSC disc on the rocker cover, as a form of "date stamp". As there's no sign of my car going anywhere near any of the places where Bern normally does his excellent valuation job (he valued it for me at the Santa Pod Triumphfest in 2017 and again at SEM in 2019), I'm just going to have to send the whole lot to him. With more work completed since then, I'm hoping it should have crept up a little further in value.



But, whatever the outcome, I would never want to be without a current TSSC Valuation and would encourage anyone who hasn't got one to get one - it might just be the perfect way to "do more with your Triumph" in lockdown!

Jess has been clearing some of the loft at her parents house this year and "Found some photos and one of them was this photo of a sad looking crumpled Herald! I think this is possibly at Reigate Garage, Surrey. My dad had a driving school in Bletchingley, which he ran for 45 years, latterly alongside his own business in sourcing electronic components. However, he had various Heralds, one after the other, that he used as his school car before moving onto the Toledo's etc. He was a regular customer at Reigate Garage and I suspect while he was there one day he spotted this Herald and took the photo, maybe to frighten his pupils into paying attention! I wish he was still here to ask, as I am sure there is more to the story."



That's about it from West Sussex for now - I'm hoping that a few more of our members - and their cars - will be coming out of hibernation soon, which will give me a little more to work with in reporting over the coming months.

Once the world resumes some form of normality, we will hopefully all be able to get together again at our usual venue - the **George and Dragon, Dragons Lane, Dragons Green, RH13 8GE** - and hopefully a few more new faces and cars will be able to join us. As he's had very little "Organising" to do for 12 months now, we might even persuade Area Organiser Nigel to arrange a summer Christmas Meal to replace the one we lost in December 2020?

To keep us all going until then, here's a picture from one of our get togethers in 2019!



*John*

### North Wales

**e-mail: [helenahill@btinternet.com](mailto:helenahill@btinternet.com)**

**[www.wrexhamgandtriumph.co.uk](http://www.wrexhamgandtriumph.co.uk)**

**Tel. 01691 600215**

Hi, everybody. Tuesday 5th January was our usual Zoom meeting, and once again it was smashing to have a good chat, it's a very useful way of keeping in touch with our Chester & Wrexham friends.

We are now in February, and writing for the March issue. We had a heavy covering of snow back in January, and it is still lying in some areas. Legend has it that it will need more to take it away completely, and this certainly appears to be true, as we have seen in the years we have lived here.

The classics are all in the large shed with trickle chargers to save the batteries until we can use them again, and who knows when that will be!

This year Roger has said that he must remember to let the tyres down from over-inflation for storage during the winter period. A few years ago he drove to the Midlands in our Jaguar XJS, and had a terrible rough ride down. It was only on the return journey that he realised he had not corrected the pressures in the tyres, so he stopped and did just that, which made the ride back home much more comfortable. It just goes to show how important the right tyre pressures are.



## North Wales - South Wales

### North Wales Continues

Well, that is about all. No immediate forthcoming events to report as things are still rather "up in the air". However, don't forget that if you have anything you need to ask about, any query at all, you can contact us by telephone or e-mail.

Take care and stay safe.

Regards,

*Helena and Roger.*

### South Wales

**e-mail: [alan.gourley@hotmail.co.uk](mailto:alan.gourley@hotmail.co.uk)**

**[www.triumphwales.moonfruit.com](http://www.triumphwales.moonfruit.com)**

**Tel. 07802 204068**

Thanks to the local club members who have contacted me over the last month with a few interesting projects and problems so we hopefully have something to write about for the next issue.

Here in Wales, like the rest of the country, while we remain under house arrest and the weather is often so cold that the dog has started hiding his lead to prevent daily exercise walks. "Oh for a fully heated garage" I hear you all cry, now there's an idea for a crowd funding project, all donations gratefully received.

In an attempt to keep things maintained I have been warming up the Spit on a regular basis to keep it in good shape for the day we eventually get our parole or release date. In my garage, I have been surprised how the Spit battery discharges even with the main leads disconnected so I charge the battery properly once a month to maintain condition. I am not a fan of permanently connected trickle chargers as this can lead to chemical degradation of the battery plates a process called sulfation which is covered on many websites online if you need something to research at 2am on a sleepless night.

One other trick I came across and I have applied is keeping the fuel tank as full as possible with good fuel, also known as fuel hoarding. The reason for this is to minimise the amount of exposed metal inside the tank where internal condensation can occur. This micro condensation leads to water which then drops to the bottom of the tank or dissolves into the ethanol and with small amounts of dissolved oxygen corrodes the steel of the fuel tank from the in-

side over time. Keeping the tank as full as possible over the winter months reduces the risk and it appears to work. It also makes sense to make sure your fuel cap seals are in good condition although the fuel vent is the weak link. If you put a workshop rubber or latex glove over the fuel filler and then close the cap this fully seals the tank, on Spitfires anyway in my experience.

As you may know one of my projects is a 1976 Stag that I have almost fully rebuilt as a labour of love over the last few years. One job that I did was to refurbish the dash which was standard with the original rather tired plywood laminate. I had seen a few other Stags with the high quality stick on walnut effect dash which the owners had said were a nightmare to apply and get straight.

I had already purchased the kit so was committed to doing the job.

All the wood parts of the Stag dash have to be removed from the car which can be achieved if you refer to a proper Stag manual, not the Wayne's one!

The pieces have to be properly cleaned and degreased as well as lightly surface prepped with 1200 wet and dry to provide a key. I would also recommend that the process is carried out at room temperature of at least 20degC. I was concerned about getting the alignment absolutely perfect as the adhesive backed pieces would

only allow one shot at getting it right, this was serious sticky back adhesive. I remembered using a process for aligning industrial warning vinyl labels on glass and sensitive equipment which simply used water and a tiny amount of washing up liquid in a hand spray bottle. I raided the under sink armoury of bottles, spray, for the use of and made up a suitable magic solution of one drop of fairy to 500ml of water. This was then misted over the surface of the left hand air vent dash piece and the new walnut dropped into position.

The light misting of water allows the self-adhesive walnut laminate to slide without finally sticking





which allows perfect alignment. I then used a soft absorbent cloth to squeegee the water out using just hand pressure. It worked absolutely perfectly so I move



on to the other pieces of the dash and the centre console using the same method. A cup of tea was then organised before I tackled the instrument panel after lunch. The instrument panel has to be lined up very precisely as the Stag instruments like most triumphs are countersunk into the woodwork. I used the mounting screw holes for guides here and applied the same mist of water to the surface of the panel and gently lowered the self-adhesive walnut laminate onto the surface. Again the materials were manually squeegeed together and the edges dried off with the absorbent cloth. All the dash pieces were then left in a warm dry cupboard for a week to ensure the adhesive had taken. It had as I checked one of the smaller pieces and there was no way it would come off.

The finished result is shown in a couple of photographs here. I know the purists will be offended but I think the result looks in keeping with the car and much better than the MFI wardrobe door finish from the factory.



Well I hope these wittering's on things Triumph have been of some use and maybe keep your minds off not being able to meet up for another month or six.

*AL*

## Wessex

e-mail: [trevorcarlyle@btinternet.com](mailto:trevorcarlyle@btinternet.com)

or e-mail: [berry223@btinternet.com](mailto:berry223@btinternet.com)

[www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk)

**Tel. 01425 475376**

As there is not much to report and trying to forecast the future seems rather futile, I thought I would pass on a couple of articles that have come to my attention. One of which means we need to be ever vigilant to the possibility of our classics being targets for thieves. Apparently these lowlife have found a way to surreptitiously fix tracking devices at shows or wherever possible and hidden surveillance cameras to check on owners habits at home before stealing, with the knowledge that they could have a few days grace before the theft is noticed. When was the last time you checked that your classic was where it should be? This article mainly focused on Fords as being the main targets for obvious reasons, but I expect any inconspicuous car worth a bit of money would be fair game.

Now onto number plates & GB stickers;- The government has made changes to the eligibility for black and silver number plates. From 1 January 2021, only vehicles manufactured before 1 January 1980 are eligible to display black and silver plates. The cars must be licensed in the historic tax class. Land Rover Owner International has called this "a blow to owners of military vehicles which were approaching 40 years of age". It references Land Rover models that would have displayed black and silver plates showing their military equipment registration mark (ERM) during service.

A GB sticker is now required for UK motorists travelling within the EU whose car number plates show the Euro symbol and 'GB' national identifier. Only number plates that show the Union flag and the 'GB' national identifier do not need a separate GB sticker. The Union flag is the only exception: GB stickers are still needed for motorists displaying the national flags of England, Scotland or Wales on the left-hand side of their number plate. Cars with registration plates that display numbers and letters only, i.e. no flag or identifier, must display a GB sticker as well. The government adds that if you're in Spain, Cyprus or Malta, you must display a GB sticker no matter what is on your number plate. You now must carry more documents with you, including a physical copy of an insurance green card, your driving licence and vehicle's V5C logbook. If you

**Please Send Area News to:**

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**By 8th of each month - Thank you**



## Wessex

### Wessex Continues

only have a paper licence or one issued in Gibraltar, Guernsey, Jersey or the Isle of Man you will also have to apply for one or more International Driving Permits. It has also been said that speeding fines will not be following you across the channel, but that does not mean you will not be liable for an on-the-spot fine and if found to have been travelling at 50kmh or more above the speed limit you could also have your vehicle seized. This of course also means that foreign cars over here will be getting away with prosecution. One reason given by our government was that the fines would not cover the cost of implementing, so much for it all being about safety!! The French government on the other hand, says it wishes to negotiate an agreement with Britain to allow fines to be sent from one country to another, I bet they do, it is worth an estimated £50 million!! So far no such arrangement has been made, but this might change.

All these articles I have got from reputable sources, but that doesn't mean you should not check for yourself. If you do have the misfortune to be stopped by the Gendarmerie Nationale, I don't want you saying "Martin said!"

Now I read in last months Courier that LED bulbs in Halogen Lens Units will now automatically fail an

MOT, what next, is there any positive news?

Yes, there is! I have left the positive until last and that is a survey that endorses the Classic fraternity as more eco-friendly than drinking beer and definitely better than flying! Only 80kg of CO2 per £1000 spent is created by our classics and most of that money is spent on labour, coupled with the average mileage of 1000 miles per year, makes our hobby one of the more eco-friendly hobbies and worth over £18 billion to the economy!

Have I mentioned **Le Mans Classic 1st-4th July & Silverstone Classic 30th July-1st August?**, thought I had, the only hope so far for this year! I am not going to repeat the list of events as published last month, that was my attempt at optimism, something that I am not noted for! Especially as we have received the first cancellation, that being the **Beaulieu Spring Auto-jumble, rescheduled for 14th/15th May 2022!** Talking of optimism, at the time of writing, the **MG & Triumph Spares Day** has now been re scheduled until **22nd August** from its original date in April.

Most of us will have had the vaccination, well, at least the first dose, which gives you an idea of the age of our members! So once the second jab is out of the way, we can contemplate the remaining year, it will be, what it will be!

*Martin*

## BE PART OF HISTORY

JOIN US FOR OUR 30TH ANNIVERSARY EVENT  
30 JULY - 1 AUGUST 2021



[www.silverstoneclassic.com](http://www.silverstoneclassic.com)

OUR CLUB'S EXCLUSIVE CAR CLUB  
DISPLAY PACKAGE CODE IS: **2020CCD006**



You can purchase Tickets online via:

[www.tssc.org.uk](http://www.tssc.org.uk) - Club Shop - Events

Details: [www.triumphandmgweekend.com](http://www.triumphandmgweekend.com)



## CLUBS COLLABORATE TO CREATE NEW TRIUMPH AND MG WEEKEND IN 2021

**New event marks historic collaboration between Triumph clubs, TR Register and TSSC and the MG Car Club to create the Triumph and MG Weekend at the Three Counties Showground, Malvern 13 - 15 August 2021.**

*It was one of the great rivalries of the British Motor Industry. The automotive equivalent if you like, of City vs United - it was Triumph vs MG!*

But, whilst fans of these historic marques have traditionally existed as friendly acquaintances ever since, the global Coronavirus pandemic has brought all sorts of communities together closer than ever before and the Triumph and MG clubs are no different.

It is with great excitement that the TR Register, Triumph Sports Six Club (TSSC) and MG Car Club announce that they have created an equal partnership to create a memorable, jointly run, inter-club weekend at the [Three Counties Showground, Malvern, Worcestershire over the weekend of 13 - 15 August 2021](#).

The TR Register and Triumph Sports Six Club (TSSC) had already combined their annual international festivals into an inter-club collaboration with the Triumph Weekend in 2019. But, following the news that MGLive! at Silverstone had been forced to be postponed until 2022, the hand of friendship from Triumph was extended to the "marque of friendship" in MG and the partnership has added the MG Car Club joining as the event's third organising partner.

The weekend will feature specialist traders, an extensive Auto-jumble, Auto-solo including the MG Car Club's historic California Cup, technical seminars, plus interclub challenges, evening entertainment, live music, live action arena show and Concours D'Elégance competition, anniversary displays - plus much more to be confirmed during the coming weeks. The collaboration between clubs isn't limited to those organising the event either, as all marque car clubs are invited to come and display their vehicles and join in with this historic collaboration.

The three-day event will also celebrate a number of historic milestones and anniversaries for each marque including 60 years of the MG Midget, 60 years of the Triumph TR4 and Herald 1200, 20 years of the MG Zeds, and 40 years of the Triumph Acclaim and special display areas will be a focal point of what promises to be an event you will not want to miss!

Chris Gunby, Chairman of the TSSC says: *"We are excited by the added interest this will bring to the show. We are all classic car fans at the end of the day and we think this will spark some lifelong collaborations and friendships across fans of these two marques, which have always enjoyed a bit of friendly rivalry. We can't wait to meet our new friends from the MG Car Club and celebrate our love of classic British cars in the wake of what has been a challenging twelve months for everyone."*

Lauran Gallacher, Assistant General Manager of the MG Car Club says; *"Whilst we were sad that MGLive! was not possible this year, we have turned the challenges of COVID around into an opportunity to offer a new, fun and landmark event for members of the MG Car Club. We need to come together more as a classic car community and this collaboration shows just what we can achieve when we do so."*

Allan Westbury, Chairman of the TR Register says: *"It is important for the future of the classic car scene that clubs come together and collaborate and the challenges we all face as a result of COVID have made this even more crucial. Combining our events and resources in this way, means that we can bring Triumph and MG fans together for a really memorable and enjoyable weekend."*

**Weekend entry packages, day tickets and other passes all go on sale from [1st March 2021](#).**

**You can purchase Tickets online via:**  
**[www.tssc.org.uk](http://www.tssc.org.uk) -**

**go to TSSC Club Shop - Events**



**THREE - COUNTIES  
SHOWGROUND, MALVERN**

**13 - 15TH AUGUST 2021**

**[www.triumphandmgweekend.com](http://www.triumphandmgweekend.com)**



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