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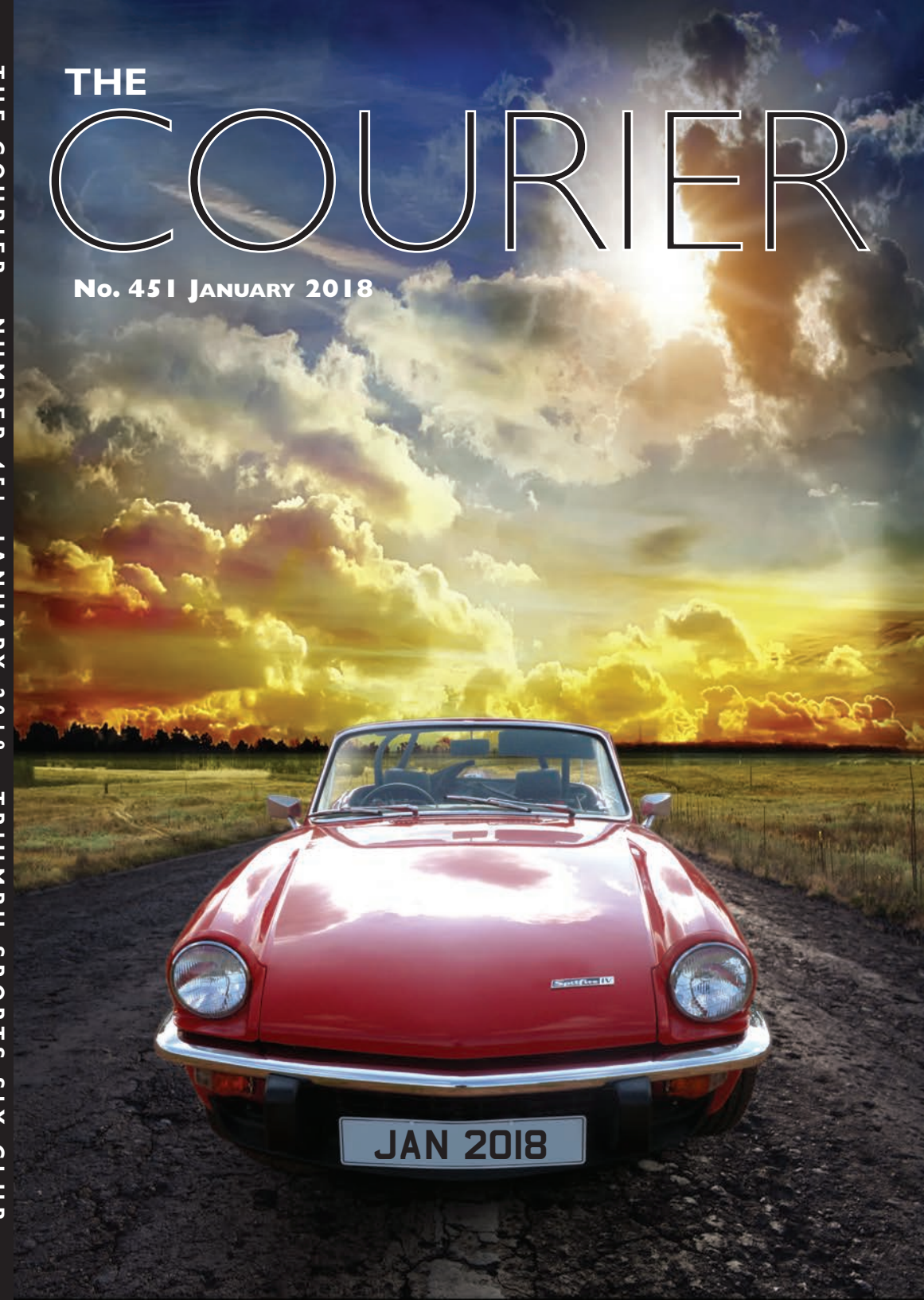
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THE COURIER NUMBER 451 JANUARY 2018 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 451 JANUARY 2018



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Tracey Hawes - Financial Lead



Nigel Hill - Area Liaison



Martin Hughes - IT Lead



Bernard Robinson - Business Manager



Jane Rowley - Social Media



Neville Wright - Legal Lead



TSSC HQ TEL. 01858 434424

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



Shop Team. Chloe Parker - chloe@tssc.org.uk



TSSC HONORARY MEMBERS

Chris Allen. Dennis Barbet. Dave & Sue Bayliss.
Trevor Collett. Martin Cox. Mike Crewes. Eddie Evans.
Dave Gleed. John & Pam Griffiths. Leon Guyot.
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www.tssc.org.uk

THE January 2018

COURIER

Price £3.50 Free to Club Members.

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A NEW ERA
RISE OF THE MACHINE!
PICTURE BY CHRIS RYBAK

Courier Copy/Area news

Editor: Bernard Robinson

e-mail: courier@tssc.org.uk

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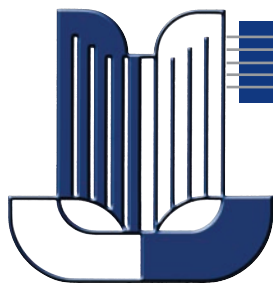
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THE GET OUT

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THE
TRIUMPH
SPORTS SIX
CLUB

Welcome to

NEW & RETURNING TSSC MEMBERS

Welcome to all
these members, who joined or
returned to the Club in November

Luigi Maio	Beds	Robert Angell	Norfolk
Keith Munn	Beds	Bob Rhodes	Oxon
Paul Greenhalgh	Cheshire	James Locke	Oxon
Graham Armstrong	Cheshire	Paul Laycock	Rutland
Marcia Lamshead	Cornwall	David Bolsover	Scotland
Andrew Weston	Derbys	Lee Abraham	Staffs
Andrew Jefferies	Essex	Jim Corne	Staffs
Andy Chapman	Essex	Paul Merrick	Staffs
Mark & Joanna Clark	Essex	Colin Smart	Surrey
Thomas Scates	Essex	Stephen Webley	Sussex W.
David Maynard	Essex	Rick Lines	Wales
Mark & Joanna Clark	Essex	Tony Shannon	Warks
Harold Grant	Flint	Anthony Harper	Warks
Kevin Evans	Flint	Gary Sanders	West Mids
Richard Hunter	Glasgow	Leslie Warren	Wilts
Michael Edwards	Gloucs	Anthony Whitehead	Worcs
Julian Davy	Hants	Nick Barnes	Worcs
Tony Dawdeswell	Herefordshire	Charles Wild	Yorks Nth.
Gordon Dickens	Isle Of Man	Sean Bradley	Yorks Nth.
Paul Fryer	Jersey	Isabelle Kendall	Yorks Sth.
Kieron & Simone Pearce	Kent	Eugene Boyle	Australia
Terry Storey	Kent	Gerry Brown	France
David Jenner	Kent	Anthony Warren	Portugal
David Pughe	Kent		
Brendan Begg	Lancs		
Robert Cowell	Lancs		
Alastair Macinnes	Lincs		
Barry Rance	Lincs		
Rupert Tancred	Norfolk		

*We hope you enjoy your
Triumph and everything
the Club has to offer*

Another great new year!

Welcome to 2018 and what a year we have ahead of us!

The TSSC has always been about doing things with your Triumph and this year I cannot believe the opportunities we all have to get our cars out and have a great time with fellow members and Triumph enthusiasts.

Please please make this the year that YOU get more involved with the TSSC after all you pay your membership fee, why not make the most of it?

The big news is that **TSSC TriumFest UK 2018** will be held in conjunction with the Classic Nostalgia Weekend at Shelsley Walsh hill climb near Kiddemister on the weekend of **28-29th July 2018** please keep this date free in your diary.

Also our bi -annual trip to **Classic Le Mans** will also be taking place over the weekend of the **6-7 th July 2018**, this has to be THE trip for any Triumph enthusiast and will more than likely be sold out by the time you read this (it's always worth a phone call to HQ to see about spare tickets). The exclusive TSSC Tertre Rouge camp site has close to 900 Triumph fans all out for a good weekend and it really doesn't get any better.

With so many other local and national events the TSSC moto of "Do more with your Triumph" really couldn't be easier.

Other dates to put in the Diary are the **TSSC AGM on Sunday 15th April**, always a well attended event, it is YOUR chance to have an input into the running of your Club, please see more information further in the Courier.

The most Important thing you can do in 2018 for your car is to make sure you have a **Club backed TSSC Agreed Valuation** for your car to give to your insurance company,if your valuation is not signed by a club official it is not club backed and could leave you very disappointed should you have to make a claim.

Fifteen pounds is all it cost for two years peace of mind, surely the best money you can spend on your car.

I am hoping that lots of jobs are getting done to your cars in the garage on these cold nights that we are having giving us the opportunity to get ready for Spring.

I and the Council of Management are really looking forward to meeting and seeing as many of you all out and about this year as possible at a TSSC event .

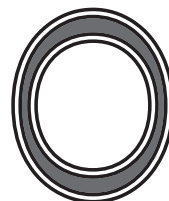
Here's to a great year!



BY CHRIS GUNBY

CHAIRMAN/GEN SEC

TEL.07843 435190. E-mail. chairman@tssc.org.uk



EVENTS CALENDAR

e-mail trudi@tssc.org.uk

TRIUMPH
SPORTS SIX
CLUB

TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

PLEASE SEND ALL 2018 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.

e-mail: trudi@tssc.org.uk

January 2018

SUN 7 JANUARY 2018

**NOTTS & DERWENT VALLEY
AREAS NEW YEARS RUN
START SAINSBURYS RIPLEY
10AM - DE5 3QP**

CONTACT COLIN 01733 531580

CONTACT ROGER 07970 619149

CONTACT NIGEL 07976 163006

February 2018

SUN 11 FEBRUARY 2018

**TRIUMPH & MG SHOW
STONELEIGH**

www.mgandtriumphsparesday.co.uk

March 2018

FRI SAT SUN 23/24/25 MARCH 2018

**TSSC STAND
AT PRACTICAL CLASSICS
RESTORATION SHOW AT NEC
www.necrestorationshow.com**

April 2018

FRI SAT SUN 6/7/8 APRIL 2018

**TSSC OXFORD
SPRING AIR & CLASSIC CARS
CAMPING WEEKEND
INCLUDES DRIVE IT DAY**

THE DUKE IN CLIFTON OX15 0PE
THOMAS COPE 07972 039 532
or email: imp064@yahoo.co.uk

FRI SAT SUN 6/7/8 APRIL 2018

**TSSC ESSEX 40TH BIRTHDAY
SOUTHELD**

CONTACT ALLAN 01375 672072
or email: miketitchen@aol.com

June 2018

FRI SAT SUN 1/2/3 JUNE 2018
**NORTHANTS SUMMER HOLIDAY
CAMPING WEEKEND**

TOP END FARM CAMPSITE
BOOKINGS: CAROL COVENTRY
email: carol.63@hotmail.co.uk
07979 464643

FRI SAT SUN 22/23/24 JUNE 2018
**TSSC CORNWALL CAMPING &
CARAVANNING WEEKEND**

BODINNICK FOWEY
email: nigeljohnhawes@gmail.com

SUN 24 JUNE 2018

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July 2018

FRI SAT SUN 27/28/29 JULY 2018

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August 2018

FRI SAT SUN 3/4/5 AUGUST 2018
**LEICESTERSHIRE & RUTLAND AREA
33RD SUNSHINE RALLY
AT GREETHAM COMMUNITY CENTRE
BOOKING FORM FROM
NEIL SPENCER
triumph20002500stag@gmail.com
07530 307371**

CLASSIC CAR SHOWS (CLUB INVITED)

July 2018

FRI SAT SUN 28 29 30 JULY 2017

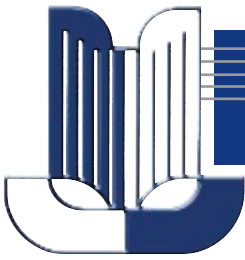
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PITCHES GOING FAST! **BOOKING FORM ON PAGE 16**



NEWS REVIEW

Monthly News of a Triumph Nature

TSSC ANNUAL GENERAL MEETING 2018

Notice is hereby given that the Annual General Meeting of the Triumph Sports Six Club is to be held on **Sunday 15th April 2018** at TSSC HQ in Lubenham.

Resolutions for Agenda

Any member wishing to put forward a resolution to be considered for inclusion in the AGM agenda, must do so in writing and it must be signed by at least two members. These should be forwarded to myself (TSSC Chairman) to be received by **1st February 2018**. Any item received after this date will be regarded as null and void.

Questions for the Agenda

Any questions also need to be with myself (TSSC Chairman) by 1st February 2018 to be guaranteed an answer at the meeting.

Any questions received after this date or raised on the day will be answered if possible, but it may be necessary to post the response in the Courier.

General Issues

General issues can, of course, be raised at anytime through myself (TSSC Chairman), for discussion at Council of Management meetings. Alternatively, issues may be put forward for discussion at the Area Organisers Road Show, to be held in the morning prior to the AGM; please see your Area Organiser. In the past a number of wide ranging issues have been discussed and implemented as a result of these informal meetings.

Council of Management Elections

Anyone who has been a member of the Club for at least three consecutive years by the time of the AGM, and who would like to become more involved in the running of the Club can put themselves forward for election to the Club's Council of Management (Board of Directors).

The Council meets six times per year at HQ in Lubenham. Council members are also expected to attend other events/activities e.g. AGM, open days at HQ, shows to help on the Club stand and take responsibility for particular areas of Club Management e.g. HR, Business Management, Finance, Tech Support etc.

If you have the time, enthusiasm and skills that would benefit the Club and would like to know more, then please contact me by email for a nomination form (contact details below).

The deadline for nominations is **1st February** by which time a signed nomination form and paragraph describing what you can bring to the Club need to be submitted (the nomination form requires a proposer and seconder who are current Club members) Any enquiries regarding any of the above should be addressed directly to me;

e-mail. chairman@tssc.org.uk

**Chris Gunby, The New Room,
Church St, South Witham,
Lincs. NG33 5PJ**



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GB253 1/2 litre - £15.00 P&P 0.6Kg

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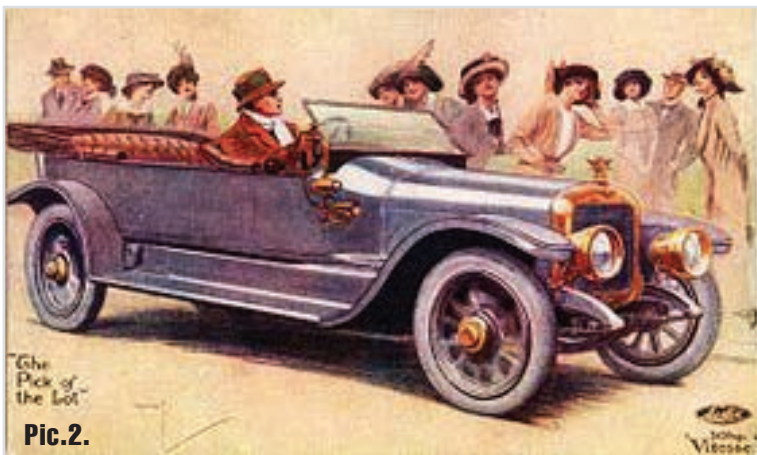
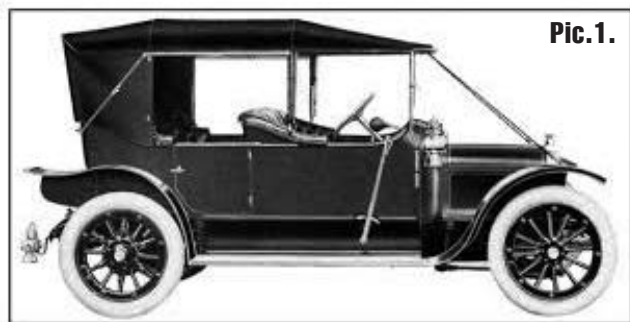


1600, Mk 1&2
DAVE RUMENS vitesse@tssc.org.uk

What's in a name?

Happy New Year and I hope you all had a good Christmas break. No Techy stuff this month and for something different I thought we would look at a name. Over many years different manufacturers have used the Vitesse name for their up-market models. I thought it would be a good idea to have a good dig into this.

As far as I know the first car to



use the name wasn't a Triumph but an Austin in 1912. [Picture 1](#) shows a 1912 model and [Picture 2](#) a 1914 model. These are grand looking cars and I wonder if any have been on the annual Brighton to London run. Moving forward to the art deco days of the 1930's where in [Picture 3](#) an advertisement for the Triumph Gloria shows off the style of that time to good effect. This was the original

"The word Vitesse is French and the translation into English is Speed"

Triumph company and their next model after the Gloria was the Gloria Vitesse. [Pictures 4 and 5](#) show off the rakish air-flow shape which in my view is pure art deco at its best.

A couple of years ago I had a look around **Rob Green's** workshop where he was rebuilding a couple of pre-war Triumphs and you could see that these cars were originally hand built. Rob is probably the world expert on pre-war Triumphs and it was interesting looking at his very detailed work. By 1940 the original Triumph company had gone bankrupt and in

1944/5 the Standard Motor Company had purchased the Triumph Marque. Contrary to what I have seen written in a number of Classic car magazines there is no connection with the mechanical side of the pre-war and post war cars. Post-war cars are basically Standards. However, [Picture 6](#) shows the post war Standard Triumph 1800 Roadster although there is no mechanical

connection with this post-war car and the pre-war Dolomite or Vitesse, they were all styled by the same person Walter Belgrove. As for the mechanical side the 1800 has a connection with the pre-war SS100 (Jaguar) as the Standard company supplied most of the chassis and running gear for the 1930's Swallow Sidecar (SS) cars and post-war 1940's Jaguars. The 1800 used the smaller four



Pic.3.

and that era's up market touches. So, like the earlier car of the same name it was seen as a luxury four seater sports car. It seems fitting that the Vitesse replacement introduced in 1972 was called the Dolomite as this had happened back in the late 1930's.

though the Vitesse had the early 1960's styling it still retained the 1930's engineering concept of a separate chassis

The next car to receive the Vitesse name was the Rover Vitesse, [Picture 7 and 8](#), in the 1980's and once again there were no mechanical links with either of the past Triumph Vitesse's. The use of the name on the SD1 Rover has generally caused confusion as time and time again in the 1980/90's when ordering parts for a Vitesse, then still available from Unipart, you had to emphasise the point that it was a Triumph. I believe the confusion was caused by the parts suppliers putting Triumph Marque under the Rover brand. In more recent years that appears to have changed and thank goodness the Triumph Marque now



Pic.4.

cylinder engine supplied to the SS company who post-war became better known as Jaguar. As an aside the Standard garages picked up the servicing of the SS cars and mechanics nicknamed them Standard Specials. My late father was a pre-war Standard mechanic and worked on the SS cars. Standards didn't start using the original Triumph model names until the introduction of the Vitesse Six in 1962 and al-



Pic.5.



stands on its own. However, in the 2000's I once went to get the Vitesse tracking checked,

French car, I believe a Renault, with 5 Vitesse in script on the rear indicating it was a 5 speed

gearbox. Not quite a Vitesse but I guess the thought was probably there.



One thing is for sure all the different cars that have carried the Vitesse name are fine up market models with a good performance to match.

If you are aware of any other car using the Vitesse name then please let me know.

That's it for now see you all next month.

Safe Winter Driving & Keep Running On All Six

Dave.

having phoned up and stated it was a Triumph Vitesse which required four-wheel tracking and not a Rover. I was told yes they could do it. When I got to the garage I was told it's not a Rover and no, they couldn't carry out four-wheel tracking.

Helpful people.

The word Vitesse is French and the translation into English is Speed. Back in the 1970/8's I remember a



Get your bearings!

Happy New Year all!

More rusty bits this month, I'm passing the cold dark evenings in a warm garage refurbishing spares and making sure I have enough oily bits to actually complete my Herald when the warmer weather returns and allows for bodywork and paint. It's amazingly nice to have a warm garage for a change, the photo of the brake discs shows what happens to brand new discs when fitted to refurbished

hubs then left on a shelf in my old garage for five years (pic 1). The hubs were in a similar state and after that length of time there's no way I'm trusting a rusty, seized set of bearings on the road.

Unlike modern hubs, where you typically replace the entire unit, Heralds

use adjustable taper roller bearings and the hubs were designed to be serviceable so if your bearings break up or start to grumble, they can be replaced relatively easily. There are two on each front hub; one small outer and one large inner ie closest to the car. Bearings are designed to allow the wheel to turn with the least resistance possible, by minimising friction which in turn

Pic.1.



Pic.2.



to the bearing. Any erosion over time is therefore between the bearing and the race, leaving the outer components damage or wear-free. A rusty, pitted or seized bearing (pic 2) will generate heat and as the damage increases over time may eventually collapse under stress; not a nice experience

"there's no way I'm trusting a rusty, seized set of bearings on the road."

permits more power and less heat. Using small rollers rather than ball bearings, they act as an intermediary between the axle and the hub, rolling in a shaped race which is matched

when driving. A grumbling bearing makes a rumbling noise; not too far removed from driving over a rough road, but it will continue no matter how the surface changes. It may also grow louder or milder when you turn; it's a good indicator that if you turn left and the noise goes away, then the offending bearing is on the right, and vice versa.

Your MOT Inspector will also

jack up and rock the wheel, looking for excessive movement caused by wear.

Bearing kits are readily available. I bought two recently which contained bearings and their races, grease, split pins and replacement felt seals for £13 each.

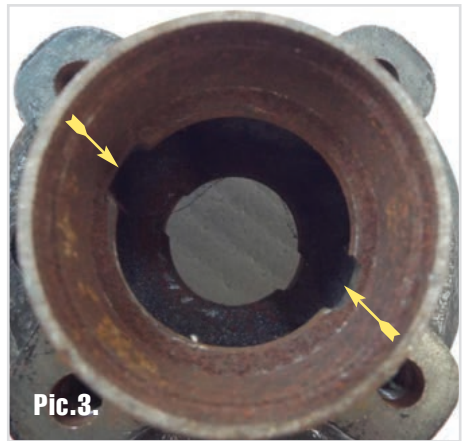
If you want to replace your front bearings – and please make sure you're reasonably competent – it's a straightforward job but vital to the handling of your Triumph, so don't take any risks or chances that may bite you later. If in doubt, get it checked.

Jack up the offending corner and remove the front road wheel. You'll need to unbolt the brake caliper and tie it up out of the way; do not let it hang on the brake hose. A cable tie is perfect for this. Remove the hub grease cap – you can screw a self-tapper into the end or simply tap it gently out of the housing. The castellated nut is held with a split pin; remove this and use a 13/16 socket to remove the nut. The hub should then simply slide off. You don't need to remove the brake discs – I did, as I was replacing them anyway. You'll find that the small bearing will drop straight out; the rear one may be retained by a felt oil seal. Remove it carefully – it may be needed later. The exposed races now need driven out. Look down inside the hub and you'll see two notches (pic 3); these expose the rear edge of the race and a screwdriver, chisel or drift gently applied will soon press them out.

Clean up the hub body – I lightly sandblasted mine - and remove the tons of old grease that will no doubt remain; I

cleaned the race seat with a small brass brush on a handy Dremel.

The new races will then need to be pressed home (pic4) and a suitably-sized drift will do this. I used a 1 and 1/8 socket for the outer and 1 and 7/16 for the inner (pic5). Keep them level and they'll slide gently into place. A slight wipe with fresh grease so, wearing suitable rubber gloves, take a



Pic. 3.



Pic. 4.

bricated. The bearings themselves need to be packed with

fresh grease so, wearing suitable rubber gloves, take a handful of grease and press the bearing down into it, rotating



Pic. 5.

Pic.6.

bit by bit, until the grease oozes up out of the rollers (pic6). Repeat this all the way round until it's all packed and nothing remains dry.

Manuals will say to half-fill the empty hub with grease; I've no idea why as any excess will be flung round the hub by centrifugal force and go nowhere near the bearings. I'll coat the inside of the hub with fingers full of grease, and that's as far as I go.

Last step before refitting is to replace the felt seals. New ones are a bit hit-and-miss; there was a batch around for years that just would not fit no matter what you tried, and believe me I tried a lot. (Although tying one to a dogs tail to wag it into place took too long.) They just ended up mangled and fit only

**Pic.7.**

for filing under 'bin'. (pic7) If you can get a NOS seal, they'll

just slide into place first time with little effort and the proper size of drift; and if your old one is anyway good it can be reused. The felt faces outwards and seals into the cup on the

upright. Lightly smear it with bearing grease.

Refit the brake disc and offer the assembly onto a lightly lubricated axle. Spin it a few times to help it seat, slide the 'D'-washer into place, then tighten the castellated nut to hand tight. Fitting to the correct position can be puzzling and there are a few methods; one school recommends that for the first tightening, remember you're bedding things in and compressing the felt oil seal, so go past the hand-tight feeling and overtighten very slightly with a suitable socket. Very slightly! Then ease right off again, and now retighten, spinning the wheel as you do so, until the wheel

starts to require more force to rotate. Then slacken off one flat on the nut. The wheel should rotate freely with no noticeable movement or rocking on the axle. If it does, retighten slightly and test again. You'll see two holes in the end of the stub axle for split pins – these allow for quite a fine adjustment, so slacken or tighten very gradu-

ally, trying first one pin position then another until it feels right. Some owners recommend tightening the entire hub assembly without first fitting the felt seal; mark the desired position on the axle and nut then remove the unit, replace the felt seal, and refit, tightening to the marks you made on the unit earlier. Either way, on refitting there should be no noticeable sideways rocking of the wheel, and no tightness on turning – it should spin freely. Any tightness will generate heat and off go your bearings again. It's a worthwhile job if you do it properly and safely; if you think you're out of your depth get someone competent to do it, and for a second opinion after fitting, your local MOT inspector will happily check the movement. If you're not refitting the hubs immediately, a cable tie will help keep the bearing and

**Pic.8.**

the correct race together in the meantime. (pic 8)

And that, as they say, is that. The only rumbling now should be from your stomach as the post-Christmas diet kicks in. A moment on the lips, uprated springs for the hips, eh?

Hopefully I'll see you out and about this year!

Colin

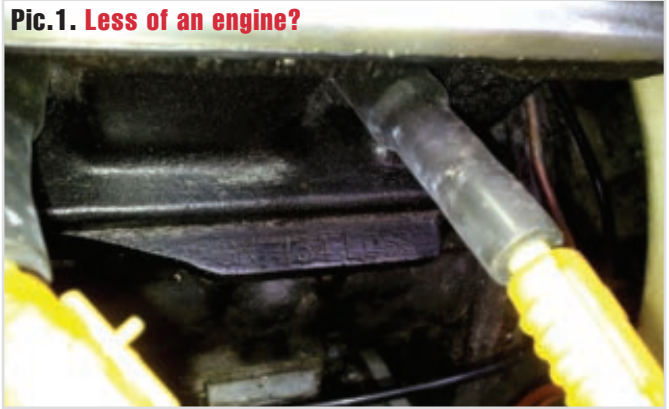
A bit about cranks

As many of you know, when the 13/60 came out it essentially shared its engine with the Mk3 Spitfire, although there are differences in the state of tune. The 13/60 has a slightly lower compression cylinder head, a less sporty camshaft and a single carburettor in order to give it a small car performance rather than that of a sports car. In 1970 the Mk3 Spit was replaced by the MkIV. The main difference was that the new car,

although exactly the same capacity, had a beefier crankshaft whereby all seven journals (3 mains and 4 big ends) were larger than before. In order to simplify production the 13/60 received a version of this new engine for its last year or so of production. The main bearings were enlarged from about 2 inches to about 2.3 inches. Likewise, the big ends went up from 1.625 inches to 1.875 inches.

People say that the GK engine has less power than the GE which, if true, is presumably down to the larger area of bearing surface – unless there were any other small changes of which I am not aware.

Pic.1. Less of an engine?



Pic.2. The Crankshaft nut



“when the 13/60 came out it essentially shared its engine with the Mk3 Spitfire”

The usual way to distinguish between the earlier and later

engines is by the engine number prefix. The small crank engines have the prefix GE and later ones GK. So far, so good. This appears to be a foolproof system.

Step forward the Service Spare engines. These, as far as I know, were new engines that were supplied by the factory and had the postfix SS. I have one of these in my estate. It has engine number

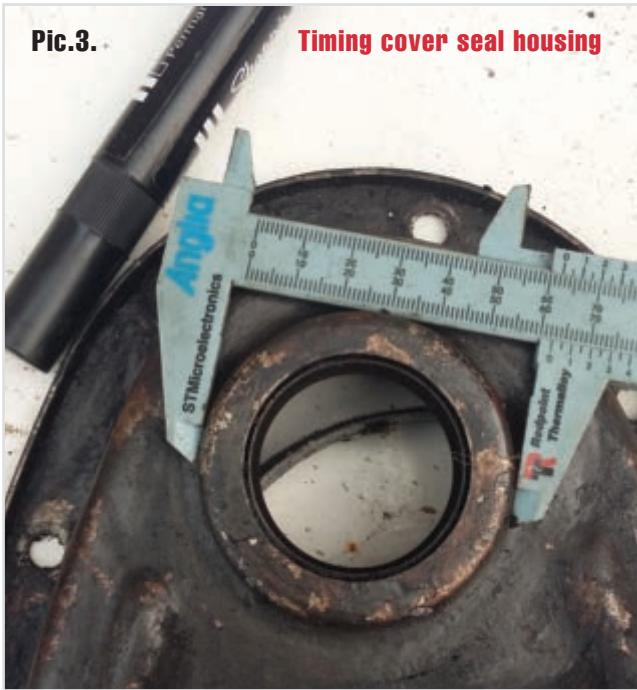
GK134LESS. So it has a large crank? Nope! It has the earlier small crank.

It is vital to know this when spares are ordered e.g. front timing cover seal, crankshaft chain wheel, main bearings and big end bearings.

A quick explanation of the engine number may be in order

Pic.3.

Timing cover seal housing



for the large crank. (Photo 3)
The most likely time this will be important is when you come to replace the front oil seal so that you order the correct one. The timing cover gasket and the rear crankshaft oil seal are the same for both engines.

Morgan Herald?

Although I didn't attend the NEC this year I did read about it afterwards. Something that grabbed my attention was the 1937 Morgan 4-4 that was sold by Silverstone Auctions (the cars became known as the 4/4 in later years). In its original form it would have had an 1122cc Coventry Climax engine putting out about 34 bhp. However, this one has been fitted with an 1147cc Herald engine which looks to be in

here: (Photo 1)

First part: GE or GK, denoting early or late 13/60 engine as described above

Second part: The engine number within its series

Third part: E or HE for high compression engines, LE for low compression

Fourth part: SS for Service Spare

If you have an SS engine then it's quite easy to tell whether it is large or small crank unit without taking it apart. Firstly, the across flats measurement for the small

crankshaft nut is 1 7/16" or 36.5mm and for the larger crank it is 1 3/4" or 45mm.

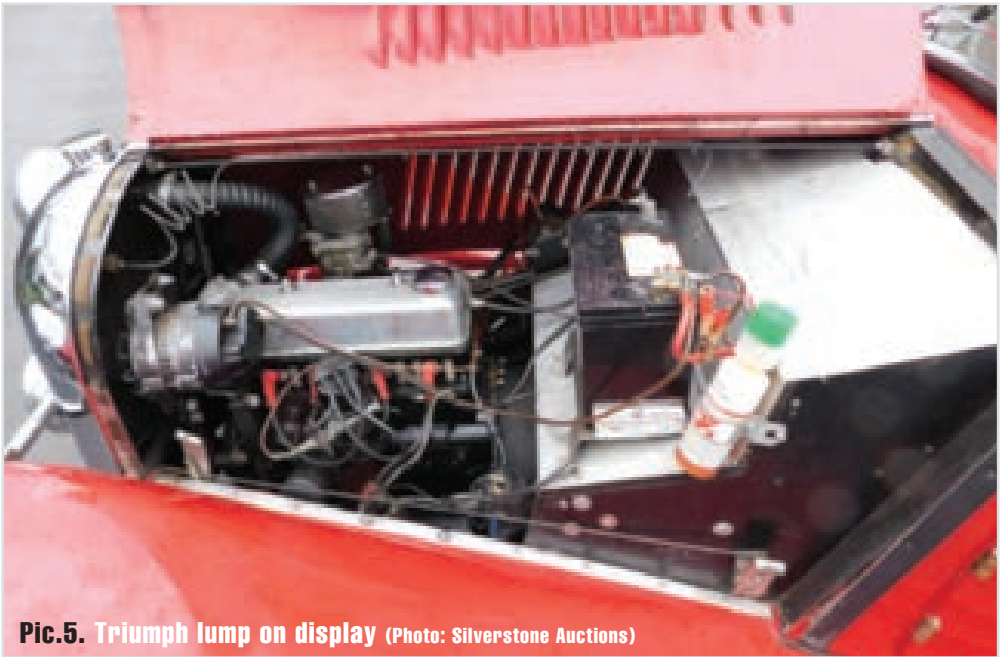
(Photo 2)



Pic.4. Morgan 4-4 (Photo: Silverstone Auctions)

Likewise, the front oil seal is also a different size, so its housing also identifies the version of the engine. It's 62mm for the small crank and about 79mm

standard form including the Solex carb. Certainly the car looked to be in good condition having received a new chassis and ash frame in recent years.



Pic.5. Triumph lump on display (Photo: Silverstone Auctions)

It sold for £13,500. I think someone got a bargain. It's obviously not for the Morgan diehard purist but a Triumph person could do a bit of performance tuning to get a bit more oomph.

Finally, I thought I would quote a paragraph from George Orwell's *"Coming up for air"* which was published in 1939. The description fits one or two cars that I've met over the years. It concerns a certain **George Bowling** who was a

commercial traveller:

"I switched the engine off and got out. I never like leaving the old car running in neutral, I'm always half afraid she'll shake her mudguards off or something. She's a 1927 model and she's done a biggish mileage. When you lift the bonnet and look at the engine it reminds you of the old Austrian Empire, all tied together with bits of string but somehow keeps plugging along.

You wouldn't believe that any

machine could vibrate in so many directions at once. It's like the motion of the earth, which has 22 different kinds of wobble, or so I remember reading.

If you look at her from behind when she's running in neutral it's for all the world like watching one of those Hawaiian girls dancing the hula-hula."

Not that I've seen a Triumph Herald in that state for many a year!

Happy New Year.

Phil



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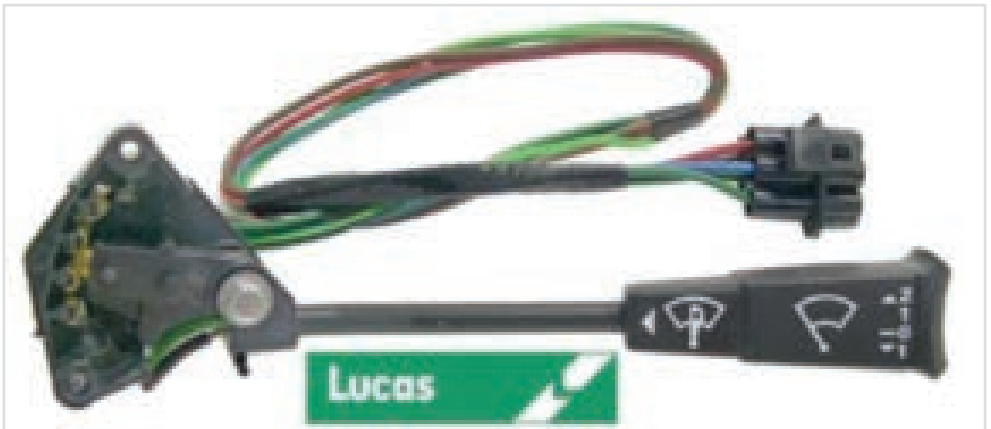
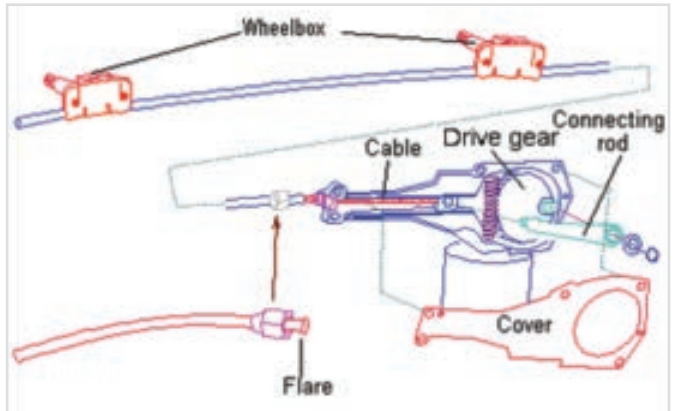
PAUL LEWIS tr7-8@tssc.org.uk

WIPERS

The problem with classic cars is that we love driving them in the summer and especially in the dry. The reason I say dry is that we all fear that rain contains rust advancing particles that will turn our lovely polished vehicles a shade of brown. We quite happily though will wash our beloved cars every Sunday without a care in the world.

So what am I rambling on about?...

... wipers and the lack of use.



The only time that we operate that funny stalk mounted switch is during the MOT (that might be a thing of the past soon). When the MOT man operates the switch we watch as for the first time in 12 months the wiper motor groans into life. The sound of cogs moving fills the air and the wipers start to move very slowly.

"We watch as for the first time in 12 months the wiper motor finally groans into life."

What can we do to help? Well we can overhaul them on a regular basis. The wipers are very

simple in construction and have the following parts:

- Wiper motor
- 2x Wheel boxes
- 2x Wipers

The first thing we need to do is remove the wiper motor access cover.

There are 6 small screws. Once these are removed then we can see the gears and link-

age. The operating arm will require greasing.

This is done by carefully removing the clip and lifting the operating arm off the pegs.

At this point leave the arm off. Grease the large wheel and the spiral gear below the arm.

The wheel boxes are more of a fiddle. Remove the wipers arms and pull out the wiper cable that fits through the wheel boxes from the wiper motor end.

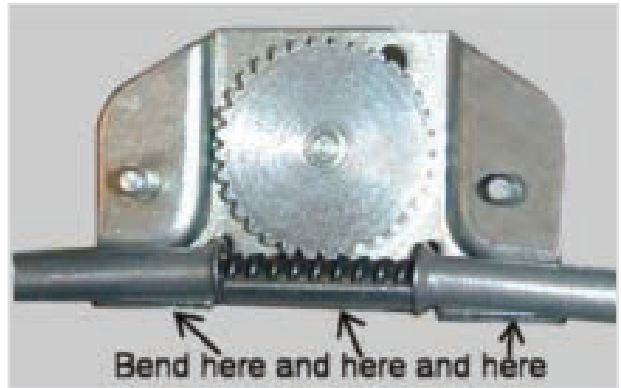
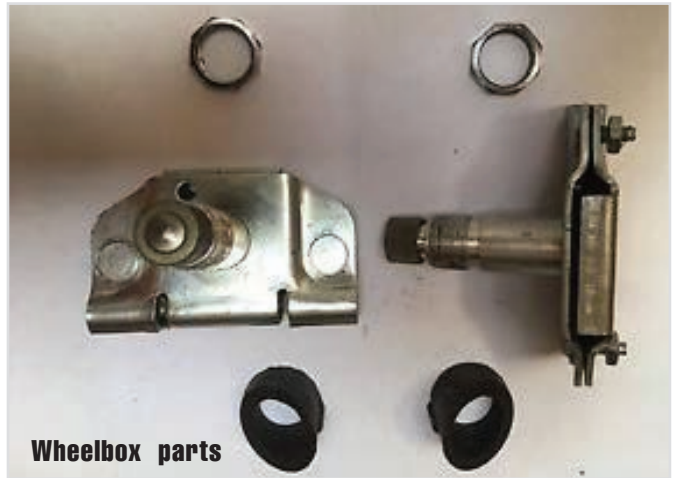
The inside of the wheel boxes contains a gear wheel that rotates as the cable is moved backwards and forwards.

Again, grease the cable and reinsert operating the cable backwards and forwards as you push it in.

Put it all back together and hopefully the wipers will be as good as the day they came out the factory.

Have a great New Year and see you on the road when the snow clears.

Paul



**Wheelbox
Insides**



Spitfire Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org

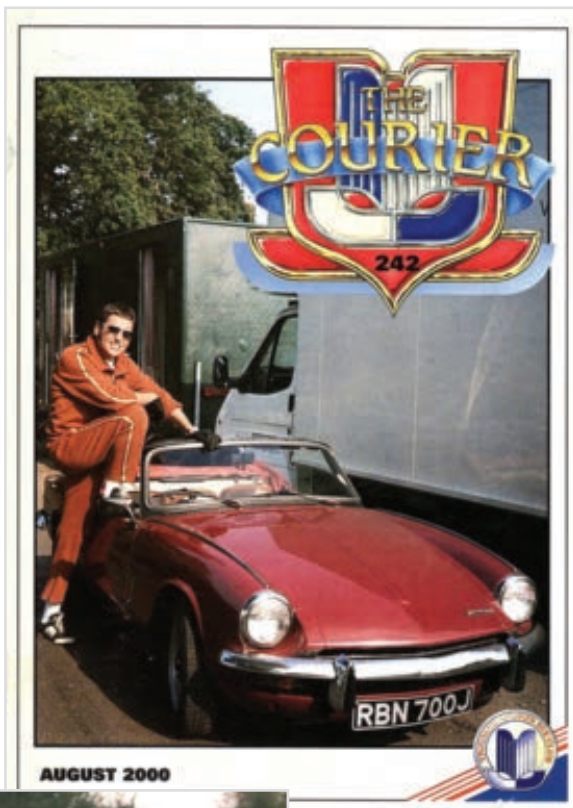
Collection thin out!

It must be a consequence of getting older, I can't believe another year has gone by and we're now into 2018.

"Weren't we supposed to have flying cars and a base on the moon by now?"

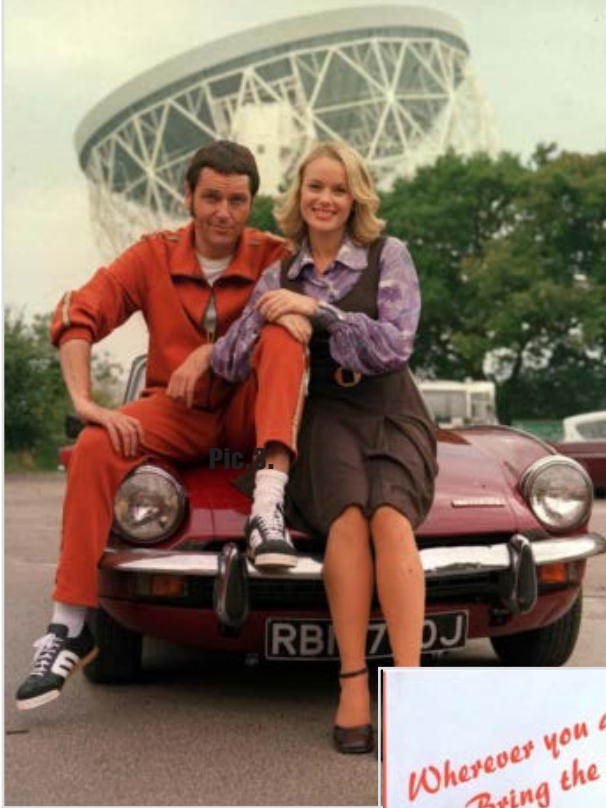
I'm sure that's what they forecast in the 60s and 70s when I was growing up? What they didn't necessarily foresee, though, was how many of the cars being sold new during that time would still be around, on the road, and cherished 50-60 years on.

Well done to every single one of you for being part of the Triumph community and for looking after these treasures. Roll on another good year with



plenty of opportunities to get those cars out on the road where they should be, showing the 'yoof' of today what great cars they are.

I have heard recently from **Des Whelehan** who has decided that it's time for him to thin out his collection of Triumph cars and parts including two Mk3 Spitfires. *"One has been stored in my Garage for 27 Years and done approx 69,000 miles and never welded and*



new original MK3 Spitfire hood in red please contact Des on des.whelehan@yahoo.co.uk.

Another car which has previously graced the cover of the Courier is the white Mk2 bought by **Richard Perrin** in Nevada in 2004 and now living in Pittsburgh, Pennsylvania with his son, Ed and son-in-law Billy. This car made the cover in July 2005 with the backdrop of the Golden Gate Bridge. Richard recently sent me some photos of the car in a recent role as a golf car cart (overpage)

While I'm 'overseas', and looking forward to some excursions this year in one or both of the Spitfires I'd like to thank

would be an excellent restoration project."

The other car is one that has graced these pages before, in one of my articles in 2012 and even in pole position on the cover back in August 2000, a copy of which we had in the bookcase thanks to Guy's extensive collection of TSSC publications going back to the very beginning in 1977! Anyway, to get back on topic, Des's car was "used in the Filming of the TV Series **"The Grimleys"** both in the first one off Programme with Jack Dee and Samantha Janus and in most of the later series with Brian Conley and Amanda Holden."

If you might be interested in one of his cars, a rebuilt Spitfire 1500 chassis, or some of the parts he has for sale including a



And Baby Blue during our trip to the International Spitfire Weekend in Holland in 2013 (yes, I forgot to take my display number plate off before we went out on the road run!)

And, finally, welcome to new member **Derek Trawber** who sent a photo of him in his 1970 MkIII Spitfire "I feel very lucky to have found her, via **Bruce Minchin** at Goodwood, from the previous owner who lovingly cared for her for 25 years, including a full restore in 2011!"

Suzie



Jane Rowley for sending a couple of photos she found of us on some previous European adventures, Sybil at Le Mans Classic in 2008 just before going onto the track to do our laps.

A trio of special cars

In the absence of any recent communication from you boys and girls about your kit or special (yes... that is a HINT) I've yet again gone to the WWW for inspiration. Three Herald-connected cars jumped out at me for this month – quite different from each other but with a connection: they are all (well, definitely two) actual one-off specials.

The first, the wooden wonder, I have featured before, but this



The wooden wonder



is a very nice new photo, courtesy of Alexxx1979. We have to go back to my piece in April 1998 for the first mention of the Bermuda Special. Before I go on I warn you that there are large gaps in my knowledge about this car.

I can start even further back – in October 1995 I reported on another wooden bodied, Herald chassised car that turned up to a Triumph Specials Day that I organised at Brooklands Museum that year. It was built by **Roger Cawthorne**, a ship-

"IMPORTANT MESSAGE: Relax, enjoy yourself and have fun."

wright from Devon.

It was a couple of years later that I was sent photos taken in America of said Roger Cawthorne building another wooden bodied car – the Bermuda Special. Rolling forward to August 2012, where I again mentioned the Bermuda

Special; by this time it had found its way to a museum in Russia. It is here that this latest photo was taken, at Vadim Zadorozhny's Museum of Equipment, in Arkhangelskoye, near Moscow.

Surfing around to see what else I could find out about this car I came across its entry in a list of cars sold by a Florida based classic car company; It's not clear what year the sale took place, or the price the car fetched, but here is the web text:

"This car is 1930s Art Deco with bodywork in solid Brazilian mahogany, featuring rows of polished copper rivets and completed with ten coats of hand buffed clear varnish. The interior is soft cream leather and beige carpet, the trunk is fully lined in beige carpet and contains a solid mahogany battery box. There is a sunburst motif to the pale gold dash-

board, to the chromed-steel radiator, to the cream leather door panels and to the radiator mascot. All fittings to the body are chrome-plated steel with the exception of the rear lights which are stainless steel, and the lettering at the rear, which is polished aluminium. The body is supported by a fully restored steel chassis and 60 spoke chrome wire wheels with knock-off nuts on splined hubs. The Triumph engine is a six cylinder, twin carburettor unit of 104 BHP, it is fully restored. The manual gearbox, which is a very strong item, has four speeds and reverse. The clutch is hydraulic as are the brakes, which are disc front and drum rear, there is a cable operated hand brake. The

BERMUDA SPECIAL ROADSTER has wonderful sports-car performance and is great fun to drive. Either being driven or parked this motor car gains enormous attention, it is continually successful at auto shows, where it gathers crowds of interested people who never stop asking questions. Tens of thousands of photos have been taken of this car, even while being driven at high speeds on the highway. There is a lot of waving and tooting from other cars, it is a wonderful way to travel.

IMPORTANT MESSAGE: Relax, enjoy yourself and have fun."

In other references the car is described as "GT6-based"; if anyone visits that Russian museum, look under the car and tell me if it does use a GT6 chassis; I suspect not, the wheelbase looks too long to

me. Fabulous looking car isn't it, and the detailing and finish looks remarkable. If I'm being picky, it's a shame Mr Cawthorne couldn't have found a better way to fit his very nice bespoke badges to the rear. If you search "Triumph Bermuda Special" in YouTube you will find a video of the car - will help if you understand Russian.

The next car, PTE806L, is in a way the antithesis of the Bermuda Special – it looks like it's just been thrown together. I don't mean to be rude, I love the look, I just want to jump in and use it to give the highway a real good thrashing. It appeared for sale in 2017 on good old eBay; here's the Garstang, Lancashire seller's

description:

"This is Lucifer, have to move this one on. It's a reincarnation of the 20s/30s style racing car. It's a steel frame covered with alloy, except the top of the boat tail, this has been fibreglassed, I was going to remove it and fix alloy to the frame. It was a two-seater but I made it single. Not a lot of room inside, I am 5' 6" and 11 stone with size 7 feet, I fit in ok but if you are bigger you will not fit in it. With Triumph GT6 parts, rear is rotoflex. It's fitted with a Triumph 2.5 PI engine with twin carbs. The car runs ok but likes to run rich. Have tried many times to tweak it down but always have to rich it up. Has had a lot of new parts fitted.





Engine still leaved, it is not 100%, yet again this weekend found a few faults, nothing an hour can put right. I love playing with this one. It has a noisy rear wheel bearing.

use it for hill climbing, but I keep buying cars so no time. If sold I would advise it to be trailored home, engine does run hot. I am selling this in good faith, I would like you to



This car has great appeal, if I park it outside the house it causes traffic problems. It has V5 in my name, registered as a Triumph Convertible, classed has historic vehicle so no tax. This car is a handful to drive, have only driven this locally, it needs respect. I was going to

see it before buying, it will be available to view.

Not a lot more to say, the pictures say it all."

Not a lot more I can say about this car either.

Apparently it sold for £3,700, which I would think was a good sum for the seller.

I have looked up PTE806L on gov.uk and confirm it is listed as a "Triumph Convertible". I went on to view its MOT history – it was last MOT'd in October 2016; it passed, with two advisories: 1. no wheel arch covers fitted; 2. exhaust exposed. I resist comment.

The third car this month, RGX525F, was simply described as a Triumph Special when I came across a picture of it, and I was happy to think that it made up a trio of specials for me to put into this register piece. When I dived deeper into Google (other search engines are available, apparently) I came across this blog entry about the car from 2013, by a Devon company called Auto Invest:

"Last week I went to see a Triumph Stag whose deceased owner had loved and cherished the car since buying it 1988, keeping it MOT'd every year even though the annual mileages seldom exceeded double figures. On agreeing to buy it, his widow mentioned that there was another 'Sports car' in the garage which also needed selling. Visions of sleeping Maseratis flashed through my head but on opening the door I was not at all disappointed to find the little Burlington (sorry 'Triumph') you see in the photo.

Key in ignition, pump the accelerator, full choke and it fired straight up with a lovely raspy exhaust note from the competition manifold and short side-exiting tail pipe. Inevitably I bought it on the spot and having now driven it, what a super fun-car it is and what a variety of inexpensive motor sport

possibilities it offers for a minimal outlay.

Even a superb Christmas present for any desperate wife unable to find a present for their car-mad spouse.

Not so much a kit car but registered as a 1967 Triumph Sports with no mention of Burlington Arrow or the dreaded Q plate anywhere! Under the bonnet does not lurk the usual ubiquitous 1200cc Herald engine that this model used as standard but a 1600cc Ford Pinto OHC, the race tuners dream power plant.

Just like Quasimodo, this type of oddball special represents incredible value in a market where people ask £40,000 for MGAs- so much more exclusive



end up looking quite different, builder to builder.

Interestingly, although the blogger tells us the car is registered as a "Triumph Sports" I

teresting motor vehicles, all with some degree of Triumph Herald heritage. Let's hear from you readers – send me pictures and a few words on



and so much more fun!!"

Yes, now I look again I can see the Burlington Arrow in this car – an early build, without doors. Kit cars like the Arrow and the Midge that start with Triumph mechanics and just a set of plans to construct a body can

looked up RGX525F on gov.uk and it is described as a "Triumph Herald 12/50". It is, though, recorded as being white and with a 1600 cc engine. It is SORNed, with its last MOT expired in May 2017.

There we have it, three very in-

your Triumph-connected kit car or special. Do it now.

Trevor

"Let's hear from you Special owning readers"

New Years day, Brooklands

Hi all. Well, first thing, Happy New Year!!

Wishing you and yours a happy and healthy 2018!!

Depending on when you ready this, the New Year's event at Brooklands may have been and gone. If not, I do recommend this as place to visit to get the new show year off with a historic area! Brooklands in Weybridge, Surrey is the site of the World's first motor racing circuit. The site has been sub-

ject to change and commercial pulls it, but has managed to survive in sections. The start straight and banking is still there, but some parts of the track are long gone. The original club house is still there and offers some real insight into how racing started. There are several barns of various collection of cars both racing and standard. Brooklands was also a very early place of flight in the UK, and has many planes in its

collection. The site was operational up to building sections of and Leicestershire Police force, driving the 2.5Pi's. John



Macartney kindly sent in some further information about the 'modified performance' area

"Fairly modest mods perhaps, but they made an enormous difference!"

ject to change and commercial pulls it, but has managed to survive in sections. The start straight and banking is still there, but some parts of the track are long gone. The original club house is still there and offers some real insight into how racing started. There are several barns of various collection of cars both racing and standard. Brooklands was also a very early place of flight in the UK, and has many planes in its

Concorde airliners.

So, a great day out even if not New year's, but if you go on New year's day, be prepared to be either early or sit in the traffic as many hundreds of cars will be in attendance. I have been many times in the 2000 as for the last few years, the weather has been salt free so is a good run as about 30-40 mins from home.

In relation to my Father notes on his early days in the Rutland

that was briefly discussed. It may well have been like this for all Police forces, and as my Father was at that time new into the unit, maybe certain information was kept away from the new recruits!

Here are Johns notes..

There was something in the last copy of 'Courier' about 2.5PI saloons used by the police and I vaguely recall some remarks about whether they were



and they varied enormously.

Production cars were rarely adjusted this way and went out to dealers with the metering unit calibrated as supplied by Lucas. That applied to TR5 and 6 cars too.

The only other mod was to fit NGK plugs in place of the Champion units as they were far less prone to fouling. I recall a heavy duty alternator was fitted too.

Fairly modest mods perhaps, but they sure made an enormous difference!

John Macartney

'performance modified' in some way from the factory. The answer is 'yes' although the mods themselves were unofficial. It was the late Ray Henderson who renewed my own memory of the time I returned a police demonstrator car to the factory after it had been used for evaluation by the Metropolitan Police and prior to an order being placed.

The memory of that journey back up the M1 from London was conspicuous because even in those days, the sight of a 'jam sandwich' coming up in a rear view mirror had a miracu-

lous effect in keeping other drivers to the speed limit. There is no doubt the car was a far better performer than the normal production version and the mods undertaken by Engineering for the

injected cars saw them fitted with a TR5 camshaft, the later cylinder head used on the 2500S model with its improved breathing and gas flow properties and a different distributor. The real key to the increased performance was simply that the fuel metering unit was recalibrated in line with each car's unique engine vacuum level -

My thanks to John for sending in the information. If you have any stories or history of the big salon you own / have owned in the past, please do send them to me.

There was a good article in Practical classics magazine in the January edition, about the big salon as appears one of the contributors to the magazine has one and that's always a good way to get the saloon in!

Hope to seeing you and your Big Saloon sometime in 2018!!

Carl

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Optimise your front!

Happy New Year, I hope you had a great Christmas and got what you wanted from Santa. To kick off 2018 I thought I would continue with the handling and performance theme I started towards the end of last year, initially looking at improving the front suspension.

Optimise the Front

A good geometry 'target' to aim for on the front suspension is to get the lower A-arms parallel to the ground. This is a sensible compromise that lowers both the C of G and the roll centre without increasing the roll moment too much. From my research this seems to be achievable when the total distance between the centre of the bolt attaching the damper to the lower A-arm and the upper spring seat is 10.25 inches (260.35 mm). Because the distance from the lower A-arm to damper (shock absorber) connection and the bottom spring seat is nominally 3.25 inches, this also corresponds to a compressed length of the front coil spring installed of 7 inches (177.8 mm).

There are several ways in which you can lower the front end suspension, either by shortening the standard springs or replacing them with shorter ones and installing front dampers (shock absorbers) that have adjustable height spring seats. As



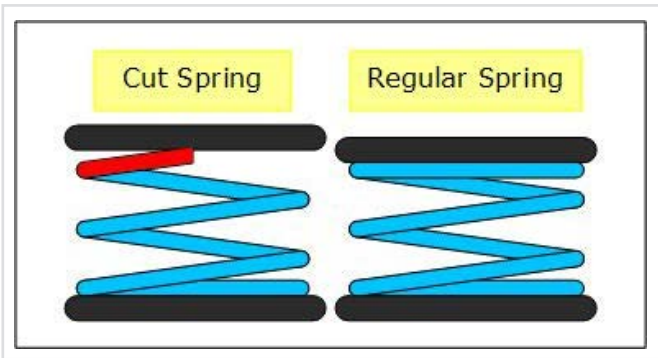
mentioned in my previous article, dampers with adjustable spring seats allow fine adjustment of static ride height and provide the most flexible solution, however fixed seat dampers will provide the desired ride height if they are used with springs that have the right combination of stiffness and free length. Stiffer springs

reduce the amount of travel for a given load, thus helping to



"Installing the springs from a Spitfire MK3 or MKIV on the Spitfire 1500 will also achieve the desired ride height."

offset the loss of 'bump' travel as a result of lowering. I've read articles that simply advise cutting one free coil off the end of each standard spring, which shortens and stiffens the spring slightly (it's like a torsion bar, reduce the length and increase



the stiffness). The pigtail left by cutting off the end of the spring will compress - they claim - and not be an issue once installed in the car (maybe, maybe not!). I accept it's the cheap option but I'm not convinced that the pigtail left will compress and not give any issues. Also when you jack the car up you may find the spring falls out because it is now too short when the suspension is at full hang and you may need to employ some straps to prevent this happening. In my opinion spend the money wisely and buy the right 'bits' for the job.

I have also read that installing the springs from a Spitfire MK3 or MKIV on the Spitfire 1500 will also achieve the desired ride height. These springs are shorter in free length but also softer than the standard 1500 ones, so using them on a 1500 will lower the front end and result in an installed spring length of about 7¼ inches, however because the springs are softer there will be quite a few more instances where the suspension goes into full bump, making some journeys quite harsh (even damaging to the vehicle) and cornering less precise, probably resulting in understeer. If any readers have attempted this swap and can

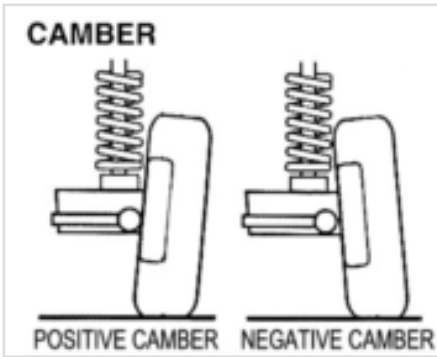
offer any advice on this again I'd like to hear from them.

Replacement springs really should be stiffer if shorter but not too stiff potentially resulting in the handling being worse, so the right approach is to replace the standard springs with shorter and stiffer ones that have the right combination of stiffness and free length. There are 'spring calculators' you can find on websites that suggest which combinations of spring stiffness's and free lengths produce the desired installed spring length of 7 inches on Spitfires and GT6's. I have found one calculator that suggests sporty road going 1500 Spitfires should use front springs that are 350 pound per inch with a free spring length of 9 inches or 325 pound per inch and 9 inch length

springs for the MKIV.

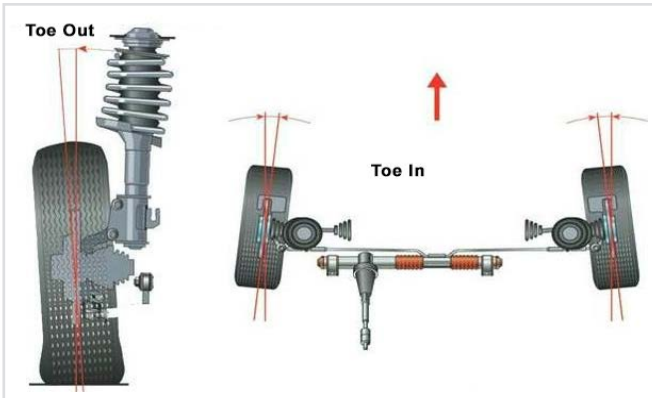
Popular aftermarket "lowering" springs for Spitfires would appear to be around 330 pounds per inch and 9.2 inches free length, so this seems to stack up quite well.

Lowering the car as described will reduce bump travel, surprisingly by as much as half, the forums suggest that this will leave approximately three quarters of an inch between the top of the damper and the bump stop installed in them. However, don't forget this is about halfway along the lower arm so it will be approximately twice that travel at the wheel due to the geometry of the front suspension. The spring rates discussed above are about twice the factory spring rates and therefore will compensate for the reduction in 'bump' travel. You can always



try and trim the bump stops if you want some more travel however it is probably best to use short bodied dampers. Additional bump travel is probably

the roll during cornering such that the tire is 'squarer' to the ground for better contact and grip. A minor amount of negative camber like 1 degree can be a benefit and may not cause excessive or uneven tire wear, but monitor and adjust the geometry settings accordingly. Always measure and reset the geometry after such major changes to suspension. 1/16



a good idea on a lowered car, especially if the car will be driven 'hard' on the corners.

However short bodied dampers can have less total travel than standard length ones, so do your homework before you buy.

Something else to note is that as a result of lowering the front end you will almost certainly make the camber of the front wheels negative. Your Spitfire could end up with something like 1 degree of negative front camber with the lower A-arms parallel to the ground. Some negative camber at the front is good because it helps offset

inch front toe-in as specified in the manuals is a good setting to start with for all-around everyday use. Bump steer, which is the change in toe and steering behaviour due to up and down motion of the suspension, is a well-documented feature of the Spitfire, and lowering the front suspension unfortunately makes this worse by increasing the angle of the steering tie rods. However I've read an article that suggests shimming the steering rack to raise it (making sure it doesn't interfere with the crankshaft pulley) can compensate for some of this by making the

steering tie rods more horizontal at rest. Again if any readers have carried this 'fix' out please let me know.

Finally, stiffening the front of the vehicle will also mean more weight transfer occurs at the front, which typically increases understeer, but the improved geometry gained from the lowering and stiffening as described above should offset this and the overall result should be a car that handles much better.

Hope this is useful and I really would like to hear from readers who have carried out the above or similar modifications, so as to confirm or deny the claims that are made on forums. I'm not a ride and handling expert so please correct me if you think I've misread or not interpreted any of the information I've 'gathered' correctly.

There are experts I can ask and will if need be

Finally

Almost 5 decades later, could it be? To end, is it the same **Mr Roger Harvey?**

Dear Steve,

I have read, with interest, your December newsletter for the 1500 register.

I bought a Spitfire 4 (Mk1) from a Mr Roger Harvey around 48/49 years ago. I still have the car. I am wondering if it is the same guy who had trouble with his trunnions on his Mk 1V. He used to live in the village of East Dean in Sussex.

I guess it is most unlikely but you never know!

Regards,

David Young
(TSSC member)

So Mr Roger Harvey is it you?
Cheers,

Steve



MK4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

An Epic Monthly Saga

An Epic Journey by Graham Senior sparks off yet another Monthly Saga!

Graham Senior kindly sent me the following account of his epic holiday journey and for anyone contemplating a similar trip in their Triumph there are some very interesting points and overnight stop details, thanks Graham and over to you.....

TRavelling T'Roo TRalee in a TRiumph!

After my 2009 holiday, taking my Triumph Spitfire VVP801T round the far North of Scotland, and as reported in 'The Courier' issue 351, I had decided I was ready for another 'driving' holiday. 'VVP' has now passed to a new, young, enthusiastic owner, and since October 2011, I have been the proud custodian of a 1971 TR6 – ERL178K.

I devised a route that would take me down through mid Wales, across the Irish Sea from Fishguard to Rosslare, and then along the South and West coasts in a clockwise direction to Galway, then returning across the middle of the Island to Dun Laoghaire for the ferry back to Holyhead.

FRIDAY: SHEFFIELD TO ST CLEARS (276 miles)

With a very scenic drive via Buxton, Leek, the Potteries, to by-pass Shrewsbury.

Driving along the A5 round



"After the wettest April in over a hundred years the departure morning dawned dry. Suitcase loaded, tool kit and reasonable spares checked, and I was away"

Shrewsbury, I was rewarded with the sight of two beautiful Bristols. Come on, calm down at the back – I'm referring to a pair of former British Road Services 'Bristol HA6L' trucks, which both looked and sounded splendid. I managed to pass these trucks and photograph them twice, getting a friendly wave and a hoot from the drivers in the process.

Continuing westwards, my route next took me to Welsh-



Pontfaen

pool for a light lunch in the craft centre which was once the railway station, and then to Newtown, where the first traffic jam of the week was encountered. Leaving Newtown the weather closed in, the hood had to be put up for the rest of the day. Despite the weather, it was a nice drive through Llandrindod Wells, Llandeilo and the A40 to the Travelodge at St Clears where I'd booked the night. This was deliberately chosen not only for its price, and being 'car friendly', but because it's conveniently located within walking distance of a CaMRA 'Good Beer Guide' pub!

SATURDAY: ST CLEARS TO WEXFORD (135 miles), and the first problem.

Saturday brought another cloudy, drizzly morning, but the weather slowly improved as I continued westwards, allowing the top to come down before I diverted off the main road to photograph 'ERL' outside one of the very few remaining pubs in Wales listed on CaMRA's "National Inventory of Listed Interiors" as being virtually unchanged in the past fifty years or so – the Dyffryn Arms at

Pontfaen. No time for a beer, sadly, but on to Fishguard, nicely in time to check in for the 1430 ferry to Rosslare. I arrived in Rosslare on time, and after the long, complex immigration process (which consisted of a Garda Officer asking "Nationality, please", my response of "British", and an amiable wave!), I encountered Irish roads for the first time. Although I've visited Eire before, I had never previously driven there – most of my travelling being by train and coach, so I'd forgotten that there are no 'Give Way' signs – rather, you are warned to 'Yield', speed limits are in Kilometers per hour, and strangely (to my British eyes, at least), traffic lights have no 'red and amber' phase, passing straight from red to green. The sun is shining, so at the first lay-by, the top comes down, and it's a lovely 25 mile drive up to my Bed & Breakfast, on the banks of the River Slaney, a few miles north of Wexford. Just one problem arises – no nearside trafficators, or rather, a solid light is indicated, instead of a flashing one.

I have no sooner arrived than a guest steps out of the B&B, having seen me arrive, and quizzes me about the car, and in particular about the Cornish registration – it turns out that he is from Truro, and knows the very garage that originally supplied her forty years ago. Life is full of such coincidences!

Whether 6 cylinders or 4 a TR is more!

A light restoration of JUL 834K

Mark Ramsey is a man of his word, in previous correspondence he promised to send me an update of the work he has carried out on his car, I was especially interested in the CV drive shafts, thanks Mark and over to you.....

I bought this car from a dealer in Yorkshire in September 2016. From the Heritage certificate it was built in October 1971 and sold in January 1972 by a dealer in central London and still has matching engine, chassis and key numbers and mileage of 74,000 – assumed correct with the previous MOT's and history that came with the car.

It had a 'body off chassis' fully documented restoration (with photographs) 20 years ago with around 55,000 on the clock. Now showing 74,000 it was ready for a little light restoration. When I inspected the vehicle I could see the potential so a 'trade' deal was struck!

The car was road legal when I purchased it so I drove it home to Durham from Malton in North Yorkshire. However on the way home I experienced an unusual misfire every few miles and a vibration from the rear if I drove over than 60 mph.



I WISH MY TR LOOKED THIS GOOD AND THIS IS BEFORE MARK'S RESTO

The large box of spare injection parts in the boot was a give-away that the previous owner had been trying to fix the misfire but had given up. I

the roads I brought the car to my workshop to start the winter overhaul.

The first job was to check out the vibration from the rear, the



THE OLD DRIVESHAFTS & DIFFERENTIAL REMOVED

worked through the ignition system and found the earth on the Lumenition amplifier to be poor and the screw down the centre of the distributor shaft under the rotor arm to be loose. Once corrected the misfire did not return.

I have run my own garage business for almost 18 years and as soon as the salt hit

drive shafts had worn universal joints and the slip joint in the middle had ceased. I looked at options for drive shafts and decided to push the boat out and fit a pair of modern CV jointed shafts with up-rated hubs and wheel bearings supplied by TRGB. The diff was removed and new seals fitted to stop the oil leak, it was reinstalled with

new mountings, the rear suspension arms were power coated and poly bushed and up-rated studs were fitted with a kit from Classic Driving Developments.

New standard springs were fitted and the chassis cleaned and wax oiled.

The front suspension has also been overhauled, new standard springs and Spax adjustable shockers fitted. The wheels were refurbished and powder coated and had new tyres fitted. The brakes were all new so were just stripped, cleaned and refitted.

I purchased a set of Magnecor ignition leads, which are made to measure, I discovered the 5 minute job I thought it would be to fit them became considerably longer as the engine had been timed 180° out, so number 1 plug lead was where number 6 plug lead should have been on the distributor. Therefore I had to alter the distributor timing and the fuel metering unit timing by 180° to make

them fit.

The injection system was serviced and overhauled, as this can be one of the most problematic areas of these cars. The interior had been replaced during the previous restoration and was still as new.

The hood had been left down so long that it had split but there was a new one in the boot which I had fitted.

I then turned my attention to

the body, the front grill was removed, restored and powder coated. The engine bay was cleaned and detailed with many parts being powder coated. The paint work was restored with a wet flat and polish to remove all of the swirl marks and scratches it had gained over the last 20 years. The underbody was fully wax oiled.

I haven't dared add up how much I have spent on parts or time but I hope I have made a



YOU'RE TAUNTING ME KNOW, NOT FAIR

and the drive is transformed, so a vast improvement. No more clunks when pulling away or going into reverse, the vibra-

very well I would even say it drives as good as a modern car.
Mark

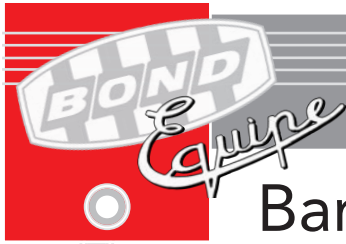


great reliable car to drive as I intend to use it as much as possible next year.

Since I have fitted the drive shafts and carried out all the other suspension work I have put about 800 miles on the car

tion at speed has gone and the car is very smooth at 70 mph, the only issue was a blockage in the outlet pipe from the fuel tank which made the Bosch pump noisy which I have rectified apart from that it drives

WHAT AN ABSOLUTELY BEAUTIFUL TRI!



Barney Bond - an update

Christmas is over, and the days are getting longer – hip hip hurray! Just got to survive the Winter to get to Spring and the new season.

I had a great Christmas present from **John Kempnall** in the form of the article below which gives an update on his Equipe 4s restoration – he is getting on very well and I am looking forward to seeing the car once it is completed.

John writes:

“Time to wish everyone a Happy Christmas and New Year, along with an update on Barney Bond. Having got the rear lights working the next job was to refit the fuel tank the drain plug was removed drain pipe cleaned and plug fitted. To check the tank was sound I filled it with water which promptly leaked out of the drain pipe - on closer inspection pin holes were found in the pipe just about the middle.

Rather than try to weld them up I used a 22mm straight copper coupling which was soft soldered into place. The tank was refilled with water and after leaving overnight found to be sound so was drained, dried, painted up and a mixture of old and new sound insulation

added. The tank support plate/ bracket was repaired painted and fitted.

Before refitting the tank the sender unit was wired up with

the unit moved freely, a new gasket was obtained and unit refitted, tank filled with water, fuel gauge monitored as we went, all looked good. Tank drained and finally fitted along with fuel filter in the boot, petrol put in and all worked well.

The original plywood boot floor was riddled with woodworm and the spare wheel cover was missing so a complete new floor was made out of 10mm ply using the old floor as a pattern. The new floor was then fitted and given five coats of varnish. The boot lid was resprayed and fitted with new hinges and existing boot handle.

I decided to fit out the inside of the car before the doors were refitted as once the doors are on

they can be in the way. The back of the rear seat I had already fitted in. The bottom section was in need of some attention as this had been the site of a very large mouse nest.

The cover was removed, found to be in need of repair. I can turn my hand to most things but sewing I am not good at, so thank goodness for staples and super glue. New foam was purchased and cut to size and the spring frame base cleaned re-

removed and it was found to have got stuck in the up position. After a little readjustment



“ I filled it with water which promptly leaked out of the drain pipe”



less pushed from the inside. To get round this I cut two pieces of 5mm ply one 300x150 the other 150x150 put the smaller one under the larger to take the curve of the

paired and sprayed with red oxide paint. The seat was then reassembled and fitted.

Much the same was done with the front seats but the original top moulded section of the seat sponge pad was cut off and glued to new foam to give the correct shape. Another mouse nest was found up inside the passenger seat so more new foam was required. The seat webbing was also replaced and the seat mounting bracket cleaned and painted up.

The gear box tunnel cover was the next item to repair, this had a hole in it caused by a squirrel that had made a nest

between it and the gear box (Oh the joys of a barn find). This hole was filled using fibreglass repair paste. The cover was then insulated and a new rubber gear gaiter fitted before being installed. The hand brake cable and mechanism was refitted, I kept the old hand brake lever that had been chewed -

probably by that squirrel - to reflect the history of the car.

A new carpet set was purchased and fitted. To finish the interior new side foot-well panels were made using 5mm ply cut across the back to make it bend. These were then covered in carpet.

door and glued into the middle of the door using Stixall, which stopped it being pushed in. I was so pleased as to the way this stiffened the door that I did the same to the drivers' door.

Sound deadening was installed to the inside of the door and then the door insides were wax



The bottom of the passenger door panel had rusted through, so a repair panel was obtained and, after a small repair to the main door frame, was welded and fitted on to the door. What I found after this had been done was that if the door panel was pushed in it stayed in and would not spring back out un-

oiled. The doors were then re-sprayed and fitted.

The inside door cards were badly distorted and had wood worm in them; I had never seen wood worm in hard board before yet there it was. The black plastic front covering of the door card was not in bad condition, with the driver door just



having small cigarette burn. So new hardboard rears were made and the old cotton wool removed from the black plastic covering. I used blown poly-thene sheet normally put under laminate floor to replace the cotton wool cutting it into small pieces to fit inside the moulded plastic cover and also covered the hardboard as well with it sticking it all in place and finally sticking the black plastic cover to the back panel with Stixall along the ridges of the front

cover, staple in place. I am currently working on the bonnet and that will be another update...."
John, thank you very much for

your update the car is looking good and your hard work paying off.

Finally a bit from me – 2018 – 55 years since the first Equipe was built – Triumphs had, I believe, a design life of 10 years – not sure that Bond even got round to considering this.

The fact that so many cars still exist is amazing and a testament to those that have maintained and restored them over the years.

The best bit however is driving them – so let's use them! Let's try to get as many Equipes out and about during 2018 as possible.

Guy



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

International GT6 weekend-2

International GT6 weekend Bad Vilbel, Germany – Part 2

Following on from last month's article, the second part of the article about my visit to the International GT6 weekend in October 2017.

As mentioned last month on the Sunday we had a trip into Frankfurt to a classic and sportscar meet up at "Klassikstadt". Parking Spaces had

been reserved for our GT6s although I must admit the GT6s looked a bit down-market compared to some of the exotic machinery there. I got told off by one of the more exclusive dealerships for taking photos as there was a no photography sign.



KLASSIKSTADT
AUTOMOBILE KULTUR ERLEBEN



**"The cheapest car
I saw in that
particular dealer
was a Triumph Italia
at €120,000!"**

Most of the other cars for sale there were €200,000 upwards. There were a few less valuable cars for sale in other dealerships in the complex but nothing





ing as cheap as our Triumphs!
Some of the cars in storage in glass partitioned walls were pretty rare. Some of the repair work going on looked good to,



Some of the Other Triumphs

like a modern Lamborghini having an Engine change! Outside there were loads of classics too look around, some live music, a bar and food outlets. A really nice way to end the GT6 meet.

After Klassikstadt most of the GT6 owners went on their way, there were a few of us (including Mike and Sue from TSSC Essex) at the Hotel for one more evening and we met up

the Rhine.



This rear engine BMW 700 convertible shares a lot of the looks of a Triumph Herald, not surprising actually as it is also Michelotti designed.

with Harald and Natasha and a Swiss couple for a meal in a Pizzeria that evening. Part of my journey back home on the Monday took me along



My GT6 at Rolduc Abbey.
That evening I stayed at Rolduc



Abbey in Holland, this is normally the finish for the Club Triumph 10 countries run and is a nice place to stay so I had booked in there.

Next year's event

I mentioned last month that next year's GT6 meeting will be at Großenkneten near Bremen in Germany between 5th and 7th October, however I've received a mail from the organisers since then and **the date has been changed, it's now 28th to 30th September**

A flyer was handed out at the Saturday evening dinner, much to my surprise a picture of my GT6 features on the Flyer!

If you are interested in attending next year, which I'd highly recommend, here are the details extracted from the Flyer (and translated as required)

The Cloppenburg Land
Tour International GT6

Meeting To be held in 26197
Großenkneten (Germany),
28th to 30th September 2018.

Accommodation deal at
Gasthaus Kempermann,
Hauptstraße 59, 26197
Großenkneten.

Tel 00 49 4435 97000
info@kempermann.com
www.kempermann.com

Special Prices

Twin Room €79.50 per night
Single Room €49.50 per night
These rates include Breakfast

GT6 meeting Organisers are:-
Hans-Georg Stumpf
hgs-systems@onlinehome.de
Andreas Hinrichs
andreas.hinrichs60@web.de

GT6s Out and About

I went along to my regular Classic Breakfast meet at the end of October and also in November and a new GT6 turned up that I hadn't seen before.

GT6 at the White Lion Classic

as the previous owner had fitted the webbers straight out of the box and it's running a bit lean so really needs a rolling road tune. Looks reasonably solid though and just needs a bit of tidying to make it a really nice car.

Hopefully I've managed to recruit Andy the owner to the TSSC and hope to see him at our local meets.



Car Breakfast Meet, Hartney Wintney Hampshire

I got talking to the owner, Andy who had only had the car a couple of weeks, although he is no stranger to Triumphs as he has a Stag and a long term Spitfire restoration project at his home.

The Late MK3 GT6 in Mimosa with striking black Cobra style stripes has a TR6 engine fitted with triple webbers.

Needs a bit of sorting though

From The Archives

Another Picture from **Leon Guyot's** Archives this month. This picture was taken in February 1982 at a Syon Park. Back then the British Motor Heritage Trust Museum was at Syon Park before moving to it's current location at Gaydon. It's also changed name recently to the British Motor Museum which is less of a mouthful!

Happy New Year!

Andy



2 GT6s in this line up at Syon Park in February 1982, over 35 years ago!