

LE MANS CLASSIC



Book Now-last pitches available!

Once again the **Triumph Sports Six Club** is organising the premier Le Mans Classic camping experience at the top-rate exclusive Tertre Rouge campsite, right on the circuit.

Our tried and tested package includes:

- Exclusive, spacious private camping at Tertre Rouge, overlooking the circuit, with modern facilities, hospitality tent and 24 hour security.
- Short walk from the campsite to Le Mans Racing Village, Grandstand and public transport.
- Laps of Le Mans circuit in your own car available.
- Rally plaques, car stickers and commemorative regalia.
- Initial Priority booking for members of the TSSC and invited other Triumph clubs.
- Premier Package. Le Mans Entry & Discount on ferry crossings

Booking forms available from:

TSSC Website www.tssc.org.uk

or by E-mail at info@tssc.org.uk

or simply phone the Club Office on **01858 434424**



TRIUMPH
SPORTS SIX
CLUB

THE COURIER NUMBER 454 APRIL 2018 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 454 APRIL 2018



DRIVE IT DAY
TSSC North East Area run to the
Scottish Border - 2017

Where are you going THIS Year?

TSSC COUNCIL OF MANAGEMENT 2018

Chris Gunby - Chairman/Gen Sec



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

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



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 Glead. John & Pam Griffiths. Leon Guyot.
Pip Flegel. Michael Hancock. John Macartney.
Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.
Frank Spencer. Paul Swanson. Peter Williams.



TSSC MEMBERS Parts Accessories Regalia



**Free Technical Advice Service
to help you select the
Parts YOU need**

E-Mail : clubshop@tssc.org.uk or Tel. 01858 434424
Visit the Club Shop and Save Postage at TSSC HQ
Sunderland Court, Main St, Lubenham, Leics. LE16 9TF
or order all products Online 24/7 at

www.tssc.org.uk

THE April 2018

COURIER

Price £3.50 Free to Club Members.

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DRIVE IT DAY
TSSC NORTH EAST STYLE
PICTURE FROM GEOFF DENT

Courier Copy/Area news

Editor: Bernard Robinson

e-mail: courier@tssc.org.uk

We will only accept e-mail TEXT & Jpeg files

NO Word/etc Document attachments please

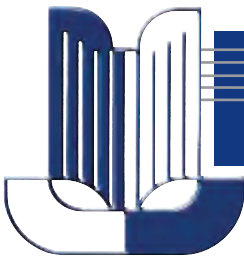
Courier Copy By 8th of Each Month

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

THE GET OUT

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein. © Triumph Sports Six Club Limited 2018

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TSSC HQ Services

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

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

TSSC MEMBERSHIP & RENEWALS

Worldwide Membership & Renewal £49.00
Young Member (Age 17 to 25) £24.50

Direct Debit: Worldwide Membership &
Renewal (From UK Bank Account Only) £44.00
Young Member (Age 17 to 25) £22.00

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

TSSC MEMBERSHIP ENQUIRIES

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

INSURANCE VALUATION SERVICE -

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

Or POST/e-mail Form To:

TSSC HQ, Sunderland Court,
Main Street, Lubenham, Leics. LE16 9TF
e-mail: info@tssc.org.uk
Form on Website: www.tssc.org.uk
TEL: 01858 434424 Fax: 01858 431936

TSSC INSURANCE PANEL Contact Numbers

FOOTMAN JAMES & CO LTD

Tel: 0333 207 6080 Fax: 0333 207 6104
FJ Breakdown Recovery - 0800 132 278

PETER JAMES LIMITED

Tel: 0121 506 6040 Fax: 0845 2233 020

LANCASTER INSURANCE

Tel: 01480 400763

CLUB SHOP

TSSC HQ Team, Sunderland Court
Main Street, Lubenham, Leics. LE16 9TF
e-mail: clubshop@tssc.org.uk
Shop Online: www.tssc.org.uk
Tel: 01858 434424 Fax: 01858 431936

TSSC ACCOUNTS

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

TSSC MUSEUM

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

TSSC SHOW CAR REGISTER

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

COUNCIL OF MANAGEMENT

2018 meetings:

**10th June, 19th August,
28th October**

Any member who has any item of business that they wish to be discussed at a Council of Management meeting should send the item to:

Chris Gunby

**The New Room, Church Street, South
Witham, Lincs. NG33 5PJ
Tel. 07843 435190**

or email: chairman@tssc.org.uk

Please ensure that any items you wish to raise on the Council of Management Agenda are received by the General Secretary at least two weeks before the date of the Meeting

TSSC AGM

April 15th 2018 from 1.00pm

At TSSC HQ, Sunderland Court,
Main Street, Lubenham, Leics. LE16 9TF

Welcome to April's Courier

Sunday 15th April we are holding our AGM, at HQ in Lubenham, we do hope as many of you as possible will join us for this event.

The morning starting at 10.30am is our AO's Meeting, please come along for this and see how the Club can help and support you doing your very important role in your local area. After lunch at 1pm we are due to start the AGM, this is a great opportunity to listen to all the activity that goes on in the back ground to bring you the events and services that the club provide. Also to have your say in improving these items, it really is your Club.

We are also pleased to include this years TSSC Shop Catalogue with this issue, full of great items that will enhance your Triumph. There are plenty of new items and lots of firm favourites, if there is something you are keen for us to stock then please email into **info@tssc.org.uk** and we can assess if we can get the right item at a competitive price if we can, we will add it to our range.

Please look out for our special offers throughout the year, helping you to reduce the cost of maintenance of keeping your Triumph on the road.

Those of you who keep your cars tucked up for winter will now be in the process of waking them up and checking them over hopefully to join us for a few of the TSSC events. A full list of these is still available as a downloadable calendar on the Website, but April sees the Oxford Area running their first camping weekend incorporating Bicester Heritage Sunday Scramble on Drive it Day, good luck Tom hope all goes well. I know lots of other areas have arranged runs out for this day, and we look forward to seeing pictures and hearing of lots of Triumphs out and about in their Areas.

There is still time to book up to join the TSSC on the Isle of Wight for their Triumph Weekend, this is always a great few days away on a very unique island, ideal territory for cruising in a Triumph. The weekend after sees a very large gathering at the TSSC South of England Meet, always well attended, if you are looking to get your car valued or pick up something from the Club Shop then book that date in.... **Sunday May 13th**. The events then just keep on rolling..... TriumFest Uk at Shelsley Walsh incorporating Classic Nostalgia **28th & 29th July** is shaping up nicely into a fun packed weekend, celebrating Formula One and racing through the ages.

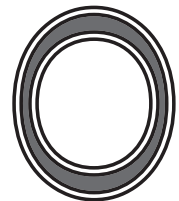
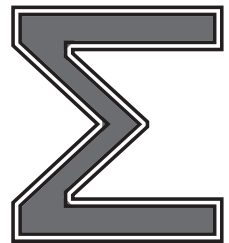
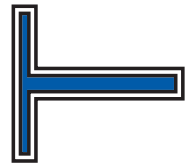
Please order your tickets in advance through the TSSC via the Website **<https://shop.tssc.org.uk/category/events>** or as ever over the phone to HQ, **01858 434424**.

I hope to see many of you over the summer, I look forward to seeing all your cars out in the sunshine.

DO MORE WITH YOUR TRIUMPH!

BY JANE ROWLEY

COUNCIL OF MANAGEMENT



EVENTS CALENDAR

e-mail trudi@tssc.org.uk

TRIUMPH
SPORTS SIX
CLUB

**TSSC NATIONAL, REGIONAL
& EUROPEAN EVENTS**
See also further adverts in Courier

PLEASE SEND ALL 2018 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.
e-mail: trudi@tssc.org.uk

April 2018

FRI SAT SUN 6/7/8 APRIL 2018

TSSC ESSEX 40TH BIRTHDAY

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

FRI SAT SUN 20/21/22 APRIL 2018

**TSSC OXFORD AREA 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

SUN 29 APRIL 2018

TSSC WESSEX NEW FOREST RUN

CONTACT TREVOR 01425 475376
OR www.triumphnewforestrun.co.uk

May 2018

FRI SAT SUN MON 4/5/6/7 MAY 2018

29TH ISLE OF WIGHT TRIUMPH WEEKEND

APPULDURCOMBE GARDENS
tssciov@hotmail.com OR CALL
ELAINE ON 07842 249591
OR TRACY ON 07754 751672

SUN 13 MAY 2018

**SOUTH OF ENGLAND MEET
CAMPING FROM FRIDAY NIGHT**
LEATHERHEAD LEISURE CENTRE
CONTACT MICKY 07773 623807

June 2018

FRI SAT SUN 1/2/3 JUNE 2018

TSSC NORTHANTS AREA

SUMMER HOLIDAY CAMPING WEEKEND
AT TOP END FARM CAMPSITE.
CONTACT e-mail: nigeljohnhawes@gmail.com

FRI SAT SUN 8/9/10 JUNE 2018

2ND NEW DALES RUN

HIGH LANING CAMPSITE, DENT
CONTACT RICHARD 0776 635 4449

FRI SAT SUN 22/23/24 JUNE 2018

**TSSC CORNWALL CAMPING &
CARAVANNING WEEKEND**

BODINNICK FOWEY. BOOKINGS. CAROL
COVENTRY e-mail. carol.63@hotmail.co.uk
07979 464643

SUN 24 JUNE 2018

**CAMPING FROM 21ST TO 25TH
DERWENT VALLEY'S 30TH PEAK RUN**

www.peakrun.weebley.com

July 2018

FRI SAT SUN 6/7/8 JULY 2018

LE MANS CLASSIC

TSSC AT TERTRE ROUGE FULLY BOOKED
TEL. 01858 434424 WWW.TSSC.ORG.UK

FRI SAT SUN 27/28/29 JULY 2018

TRIUMFEST UK 2018

AT SHELSLEY WALSH
CLASSIC NOSTALGIA WEEKEND
BOOKINGS 01858 434424 WWW.TSSC.ORG.UK

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
e-mail. triumph20002500stag@gmail.com
07530 307371

FRI SAT SUN 30/31 AUG 1 SEPT 2018

MANCHESTER AREA WEEKEND

AT COTTON ARMS, NANTWICH.
MARK KILGALLON 07954 784342

September 2018

SUN 9 SEPTEMBER 2018

**TSSC HERTS & BEDS ALL TRIUMPH &
CLASSIC DAY AT DUXFORD I.W.M.**

CONTACT PETER 01582 750943

CLASSIC CAR SHOWS (CLUB INVITED)

July 2018

FRI SAT SUN 20 21 22 JULY 2017

SILVERSTONE CLASSIC

www.silverstoneclassic.com/clubs



NEWS REVIEW

Monthly News of a Triumph Nature

Job opportunity at TSSC Lubenham HQ

An opportunity has arisen within the TSSC for an individual to assist within the Club Shop at TSSC HQ in Lubenham, Leics, on a flexi three day a week.

Duties will include fulfilment of web and phone orders, (computer literate) picking and packing and dealing with members in person but mainly over the telephone.

In addition, there is a requirement to attend various shows and events throughout the country (usually at weekends) over the show season. Duties will include setting up the TSSC stand, driving the Club vehicle, manning and selling on the stand, talking to members and recruiting new members, representing TSSC.

This is an interesting and varied role which provides the opportunity to work as part of the TSSC team, but also requires someone to work on their own initiative.

A Full clean driving licence is

essential, as well as the appropriate physical strength to set up the stand. Some Triumph technical knowledge is desirable but not essential, flexibility and enthusiasm are essential. Remuneration dependent on experience and ability.

If you are interested in this role and would like to be part of the TSSC Team, please send your CV with covering email outlining your suitability for the role to: chairman@tssc.org.uk

Closing date is

Friday 27 April 2018.

Chris Gunby
TSSC Chairman



OFFER for APRIL 2018

Tel. 01858 434424 web. www.tssc.org.uk

e-mail. clubshop@tssc.org.uk

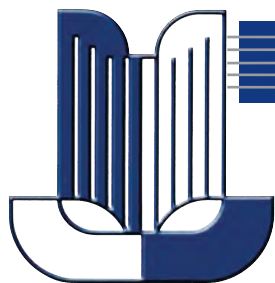


P & P 5Kg

Special Offer on Pennine 'Heritage' Oil

For April we are offering
5 litres of Pennine 20w/50 oil
for only £12.00 Inc. VAT!

Pennine oil is a quality British product with high ZZDP additive levels which are essential for our engines.



THE
TRIUMPH
SPORTS SIX
CLUB

Welcome to

NEW & RETURNING TSSC MEMBERS

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

Simon Amphlett	Berks	Tim Holding	Northants
David Waterton	Bucks	Les Bates	Northants
David Christmas	Cheshire	Chris Harrington	Northern Ireland
Alistair Montgomery	Cheshire	Ronald Tidby	Oxon
Ray Sowden	Cornwall	Ben Wylde & Glyn Terry	Suffolk
Fecsik Henrietta	Derbys	Michael Phillips	Surrey
David Townsend	Essex	David & James Parker	Surrey
John Wanstall	Herefordshire	Chris Howells	Surrey
Nautam Mistry	Herts	P C Herbert	South Wales
Scott Gillies	Kent	Michael Pittaway	Warks
Andrew Taylor	Kent	Teresa Cross	Warrington
Colin Spark	Kent	Grant Tingle	South Yorks
Glyn Moore	Kent	Jerry O'neill	Australia
Alick Kerr	Lanarkshire	Glen Donaldson	Canada
Tony Cooper	Lancs		
Nigel Frearson	Leics		
Miles Thomas	Leics		
Paul Brown	Middx		

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

TRIUMPH SPORTS SIX CLUB - OFFICIAL CLUB TOURS 2018



LAON HISTORIQUE 2018

18th - 21st May 2018

'Join our partners Scenic Car Tours for their 27th outing to the 2018 Circuit Historique de Laon.'

All prices include: Return P&O Ferry Crossing from Dover/Calais - other crossings available at a supplement • 3 Nights Hotel Accommodation or camping in Laon & Surrounding Area • Entry Fee to the 2018 Laon Historique • Participation in Saturday Rally including light-lunch • Participation in Sunday 'Closed Street Parade' • Optional Participation in Monday Morning Run • Commemorative Tour Rally Plate

Camping prices from £139.00 per person*

Hotel prices from £199.00 per person*

*Prices based on 2 persons sharing one car / one room or camp plot

Exclusive TSSC Tour



BELGIAN CHOCOLATES & BEER

22nd - 25th June 2018

Just a stone's throw from Brussels stands the old Burgundian town of Leuven, one of Belgium's hidden treasures.

Prices includes: Return Ferry Crossing from Dover to Calais (other crossings available on request) • 3 Nights' Accommodation at the Excellent Park Inn By Radisson Hotel, Leuven • Buffet Breakfast each morning • Exclusive TSSC Visit, Tour & Tasting of Stella Artois Brewery • Detailed Road Book featuring Maps, Directions Great Drives & Local Attractions • Commemorative TSSC Tour Rally Plate

TSSC Members Price £235.00 per person sharing a room/car

TSSC Members Price £395.00 per person in a room/car on their own

Exclusive TSSC Tour



COTSWOLDS, BATH & CHEDDAR GORGE

21st - 24th September 2018

A Wonderful 4 day break to the Cotswolds staying at the Excellent 4 Star Marriott Hotel.

Price Includes: 3 Nights at 4* Marriott Hotel • Buffet Breakfast each morning & Buffet Dinner each evening • Optional drives to Bath, Cheddar Gorge, and the Cotswolds • Detailed Roadbook with Maps, Great Drives & Local Attractions • Complimentary Car Parking at the Hotel • Commemorative TSSC Tour Rally Plate

TSSC Members Price £179.00 per person sharing a room/car

TSSC Members Price £259.00 per person in a room/car on their own

Bookings for these events are being handled by

Scenic & Continental Car Tours

Book online @ www.sceniccartours.com

or Tel: 01732 879153 quoting TSSC

Preferred Tour Operator

Tours are organised for the
Triumph Sports Six Club by
Scenic & Continental Car Tours



RRW or (AKA "Tilly") Update

It's so nice when an enquiry from a Club member, passed on to the Club at large through these pages, brings a response, and, wow did it work well this time!

I recently heard from **David Everitt**, and subsequently from his daughter Heather, about the Spitfire I mentioned in the February article.

They wrote: **[Heather]** "You recently asked about the MkIII Spitfire RRW 589H. You can imagine my surprise when my Dad sent me an article about my car, which is currently sitting in his garage! He bought RRW - subsequently nicknamed **Tilly** - when I was 17 and desperate to learn to drive. He and my mum both had classic cars, which I couldn't get insurance on, and the cost of insurance on other cars was prohibitively expensive. Dad found the insurance offered to younger drivers through the TSSC, then proudly announced that he had found the right car for me. He talked about sleek lines, a speedy little two seater - and



" I thought when I first started looking I could get a slightly scruffy one that was basically sound and usable for under the £2000 would cost to insure the Citroen "

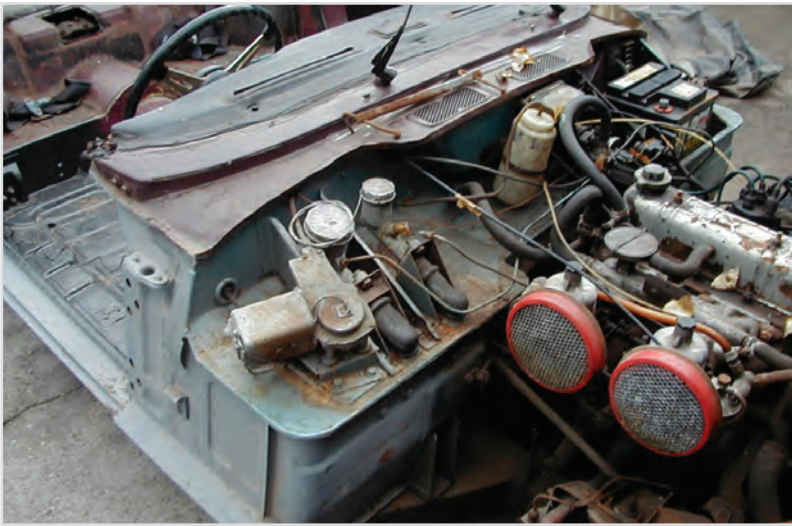
came home with a chassis, which had an engine and a few panels bolted on to it, and an awful lot of boxes. I didn't know what to think! Dad explains how that happened:

[David] "I wanted to buy the

MkIII Spitfire because you liked photos of them, it was tax exempt and I thought when I first started looking I could get a slightly scruffy one that was basically sound and usable for under the £2000 it would cost to insure the Citroen [my uncle had offered me his Xantia].

The insurance was more reasonable too. I have a quote from Footman James from Jan 2004 for a car valued at £500 for 1500 miles that would only cost £447.30.

When I started to look seriously most of the cars might have had MOTs but were rot boxes, so reluctantly I started looking at project cars. Matthew [my brother] and I went to look Tilly over in Erd-



cheaply as possible. The sill had been replaced on one side but out of line with the rear wing and door post, the other sill had the inner sill tack welded in place with about 4 tack welds and again was out of place.

Another delight was that the driver's side rear wheel arch had had both inner and outer repair

ington and the main reason I agreed to buy was that I got the seller to accept £275, which was really the cost of the car for spare parts. I bought it on the 23/11/2003.

Again, to keep costs down Matthew and I went to collect it with the Daimler, to tow it back with my 'A' frame, much fun as the steering decided to partially seize."

[Heather] *Tilly's previous owner had stripped her back about 13 years before, partly painted her and then left her in a garage. Dad spent four years bringing her back to life. My contribution was mainly taking him cups of coffee, polishing bits of chrome and occasionally lending a smaller, more delicate hand for fiddly jobs under close supervision, so it's probably best if Dad explains the restoration:*

[David] "The seller was a Mr Paul Butterson, a retired RSPCA inspector who had bought it with 12 months MOT from a Miss Linda Matther from Tamworth on the 30/6/1989. I remember him telling me that

when he bought it he intended to take it off the road after the MOT ran out as he did not think it would pass another. I have no record of him attempting another MOT but it was taken off the road in 1990 and he started a restoration.

He removed the body from the chassis, fitted a new back spring (presumably this is where the special rear suspension was replaced with standard) and also replaced the clutch. Unfortunately, when I came to get the car running to be able to move it in and out of the garage I found that he had put the clutch plate itself in backwards. To be able to move the car around from the garage to the drive I had to remove the gearbox and sort it out.

Mr Butterson's garage had an earthen floor and as the car had sat on it for over 14 years.

When I came to inspect it properly, although the chassis was excellent the floor was quite bad and the panels were no better.

From the beginning the restoration was to be done as

panels welded in, only they were $\frac{3}{4}$ " (20mm) out of final position.

Even with the above I still decided to keep the costs as low as possible. Rather than replace panels I cut out and welded patches, even to the wheel arches of the front wings where I made new return edges and welded them in rather than replace the wings or even use repair panels. The sill panels came with the car so they were used and I did buy and use repair panels for the bottom of the rear wheel arches. The only other panels I bought were new door skins as they had been repaired so badly that I could not repair them.

After all the welding came the respray. By this time, I was running out of time as you would be coming home from Singapore and would want to use the car [I was on an exchange year with university - after passing my test I'd been driving Dad's Triumph 1300 when I was home and was eager to be in my Spitfire, so was no doubt

pestering him from afar!]. I made sure all surfaces were sound for paint but not necessarily perfectly flat. I then painted it with the 2.5 litres of paint supplied with the car.

I had no choice but to fit a new interior as the original was missing, the same with the hood. I fitted new brakes all around along with good quality tyres, one area I was not prepared to save on.

The engine was worn but useable, the carburettors were very old, what I took to be some boy racer's idea along with the tubular exhaust manifold. I managed to get a pair of re-built standard carburettors which I fitted but spent hours welding up the exhaust manifold. This eventually had to be replaced and it now has a standard cast iron one. I notice that the article says that the car was fitted with a front anti-roll bar which it still has - I thought it was a standard feature.



I judge it just right; there's a little gap between hood, window and windscreen which lets the rain in just at eye-height; and my friends have been known to accidentally open the doors on fast roads, not being used to the position of the door handles. I live in London now, so she only comes out when I'm at my parents - and it isn't raining! Given the change in the law coming in May, it wasn't worth getting her an MOT when it expired this winter, but when the better weather comes we'll be back out enjoying ourselves.

The article you ran has been a fantastic opportunity for Dad and I to talk about a car that's special to both of us: there aren't many people who can say that their dad rebuilt a car for them, but it's great to know that she has such an interesting history before joining our family.



Thank you!
I've attached some photos of Tilly as we bought her and as she is now. If anyone out there

I still have the original carburettors along with the air filters, if it were not for the article I would have given them away to anyone who had asked for them. I also still have the totally dismantled hard top that came with the car, you never know one day I may restore it.

I got the car Insured, MOTed (24th July 2007) and taxed days before you came back from Singapore, not perfect but presentable and not a total disaster if you had damaged it.

[Heather] I was ecstatic to find such a fun, interesting car waiting for me when I returned. After leaving university, Tilly became my everyday car and I grew to love her. She has her quirks, of course: synchromesh is non-existent on second gear so you have to

knows anything more about her or has any old photos or documents, we'd love to hear from them.

All the best,

Heather and David (Heather's Dad and Keeper of Tilly)"

By my reckoning we now have the following episodes from Tilly's life:

January 1970 -

First registered

November 1971 - bought by
Graham Roach

1975 - sold (or possibly
traded in on Graham's GT6)

?? bought by Linda Matther

June 1989 - bought by
Paul Butterton

1990 - taken off the road

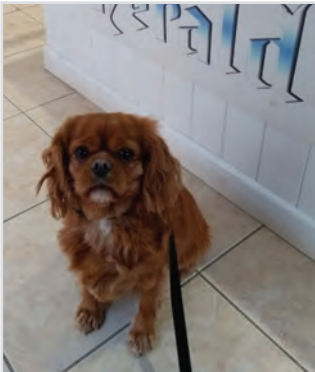
November 2003 - bought by
David Everitt

July 2007 - back on the road

I think that's a pretty good history for the car but if anyone does have any other information to add to the pot, you are welcome to let me know so that I can pass it on – or include it in another chapter on Tilly!

Just to add to the mix, when David wrote it was also to remind me that he had bought a car from us some years ago, and still has it, and I'm sorely tempted...

As a sidebar, a reminder that the **TSSC AGM** will be held on



April 15th, do go along if you can. The museum is well worth a wander around. I'm sure there will be information elsewhere in the Courier about it but I just needed an excuse to include a photo of a delegate from Wiltshire who attended the December open day!

tos I found the following pair from our regular contributor, **Keith Lister.**

I don't think they hail from the same establishment as he sent the pictures some months apart, although they certainly could have:

A Triumph fish and chip shop



And finally, looking through my small stash of 'and finally' pho-

and a Spitfire chip fryer!

Suzie



Rear suspension upgrades

As promised for this month I will complete the article about modifications that can be carried out to the Spitfire MKIV and 1500 suspension in particular.

The 'Camber Compensator'

If you recall in January's register I discussed how increasing the vertical stiffness without adding any additional roll stiffness would reduce the rate of camber change for a specified load and limit the positive camber without increasing the lateral load transfer.

A device that achieves this is a Camber Compensator.

A camber compensator is a single secondary leaf spring mounted underneath the differential opposite the transverse leaf, pivoting in the middle at the differential and connected at the ends to the vertical links at the wheels. This type of camber compensator is a 'pure' swing spring. By varying the length of the links connecting it to the swing axle vertical links, the compensator can be 'tweaked' to provide no preload and therefore no added vertical stiffness at rest. Alternatively some preload can be left to bias the compensator at rest.

Also, the spring rate can be increased by using a thicker leaf.

I believe you can still purchase a leaf style camber compen-



sator kit based on the design first used on racing Spitfires in the 1960's, before the introduction of the swing spring. Alternatively, you could have a go at making one yourself using a single leaf spring and some anti-roll bar drop links.

You will also need to fabricate a pivot point below the diff.

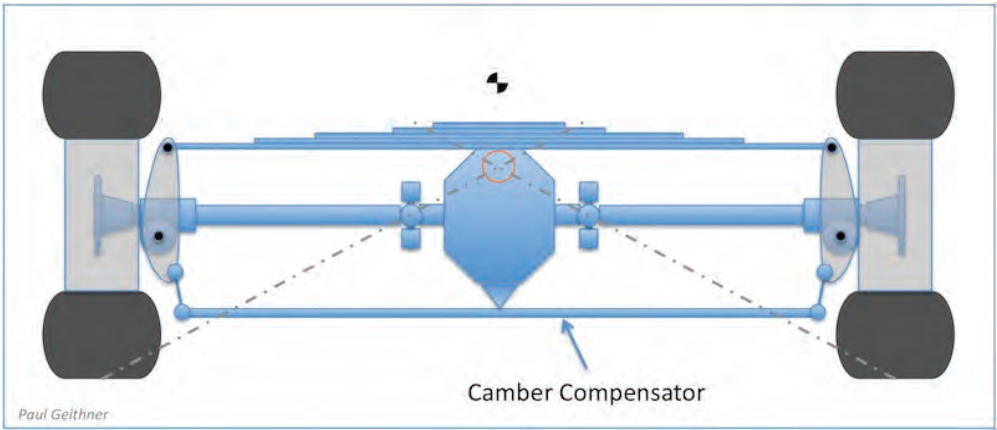
It's probably worth enlisting the help of a good toolroom / fabrication shop unless you have a well-equipped garage with fabrication and welding

"you could have a go at making one yourself using a single leaf spring and some anti-roll bar drop links."

facilities (I wish!).

This type of leaf spring camber compensator has been used on other swing axle cars like the early Porsche 356 and VW





Beetle (to name but two) so it's in good company.

Z- Cars Bars

Another device that provides vertical stiffness without adding any roll stiffness is the Z-bar.

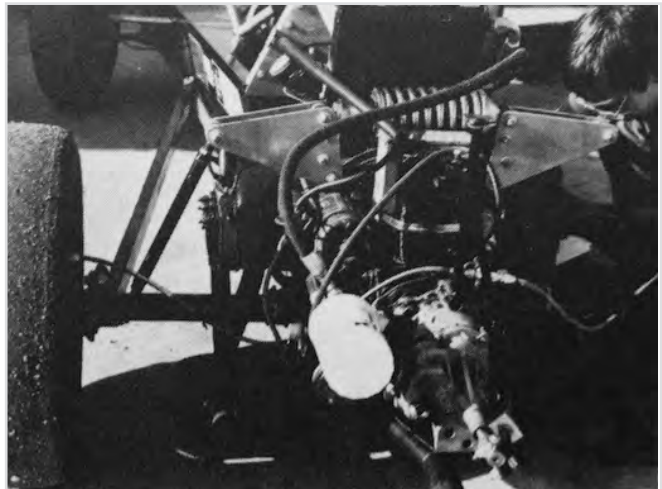


A Z-bar gets its name because it is 'Z' shaped in plan view (in contrast to an Anti-Roll Bar

(ARB), which is 'C' shaped). Z-bars and other camber compensators, which add vertical stiffness without affecting roll stiffness, are the mechanical opposite of an ARB, which adds roll stiffness without affecting vertical stiffness. Mounting a Z-bar requires adding two attachments one on each side of the chassis to hold the Z-bar (much like the way an ARB is attached), and an attachment point on each vertical link. The advantage of the Z-bar over the leaf-style device is the ease in which it can be tuned; its effective stiffness can be changed simply by changing where the links attach to its arms.

Transverse Coil springs – (worth a mention)

One other setup which I shan't go into detail about but mention



(should you wish to research it for yourself) is the single pivoting transverse coil spring, again this setup will provide vertical stiffness and no roll stiffness. However this is a complex setup which takes up more space than the basic transverse spring and camber compensator setup, and is a major undertaking to install in a 'street-going' Spitfire. I've attached an old but reasonably clear picture of such a setup.

Longer Swing Axles

Longer swing axles (longer swing arms) have a reduced rate of camber change for a given amount of suspension movement. They also widen the track to generate a slightly lower roll centre and reduce lateral weight transfer.

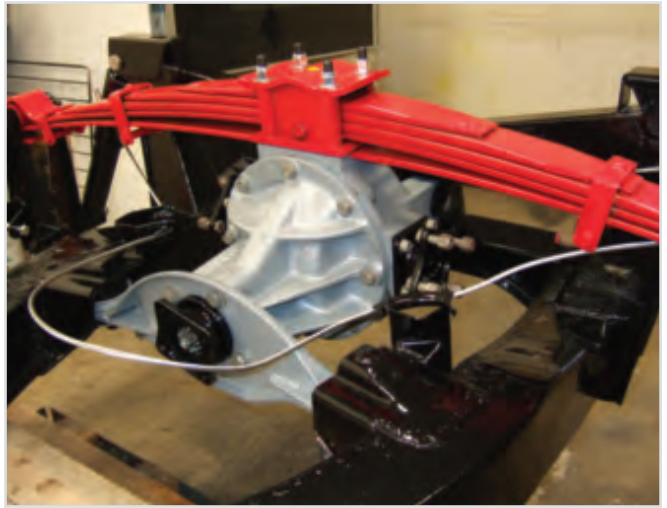
Furthermore, using longer swing axles changes the angles of the vertical links, splaying them out and rotating them, reducing their vertical height and lowering the car slightly, which generates a little additional negative camber and lowers the Centre of Gravity (CofG). Triumph fitted later swing spring equipped vehicles with swing axles measuring 1 inch (25mm) longer to Spitfire MKIV's from February 1973 on,

beginning with FH50001, all 1500's and all swing axle GT6 mk3s. The results of switching from short to long swing axles are a 2-inch (50mm) wider track, a roll centre about 0.5 inches (12.5mm) lower, lowering of the rear chassis and rear C of G by about 0.2 inches (5mm), and about 0.7 degrees of additional negative camber.

Installing a longer swing axle is a direct replacement bolt-on to the later differentials in the MKIV and 1500.

Final note on rear optimisation

I found a forum that recommended using the stiffer and rarer p/n 159654 swing spring, used only on some of the later GT6s, it has two thicker bottom leaves and ~380 lbs/inch vertical stiffness, compared to the standard Spitfire swing spring, p/n 159640,



which has ~320 lbs/inch vertical stiffness (allegedly).

I'm away for a few weeks now so if I do not answer your Emails immediately please bear with me. Also don't forget I'm still interested in any modifications you have made to improve performance (either successfully or not).

Steve

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1600, Mk 1&2
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Western Avenue "Specials"

Hello folks. Spring should now be with us after a cold, snowy and wet winter. This month we are in for a real treat as following the article in the February Courier on the Vitesse Estate we have had feedback from John Macartney concerning the activities at Standard Triumph's Western Avenue, London, Workshops. John was part of Triumph's sale force and based at Berkeley Square, the main London showroom. As a result he was directly involved with Western Avenue.

"I thought I'd let you have some clarifications about Dave Rumens's article in the Feb Courier on the matter of Western Avenue Vitesse estate cars. At the risk of a lengthy submission (but you've had those from me before!) a little 'overview' of Western Avenue. Mr. A.G. (Jock) Brown's full title was General Manager, London Sales and Service. In these days of casual familiarity in the workplace, I guess no-one would think twice about addressing Mr. Brown as 'Jock' but if you had, you'd have quickly discovered to your cost that Mr. Brown expected to be called 'Sir' at all times and, believe me, he meant it!

On one particular day in early 1970, I was at Western Avenue handing over a tax-free car to an American visitor and very close to me was a new Vitesse Estate in a rather nice shade of

silver metallic from the waist rail upwards to the roof and dark grey metallic from the waistline down to the sills. It looked **very** distinguished. At that moment, Mr. Brown and Lord Stokes strode in to the

continue making them available for as long as there is a demand." Stokes shook his head in amazement and muttered something like, "well if you're making money out of each one you sell, you'd better carry on



Pic.1.

handover area and Stokes looked at the Vitesse in astonishment. "What the hell's that, Brown?" "That Sir, is a Vitesse Estate car." "I can see that, but we don't make Vitesse Estate cars and certainly not in those colours!" "That is quite true, Sir. That car was made here under my watchful eye and it is by no means what you might call a budget product. That particular car, Sir has a retail price of £1750." "Hell's teeth! That more than a 2000 estate car!" "Indeed. The thing is that even though it is by no means cheap, each one I prepare is highly profitable and I intend to

with it." "Thank you, Sir for that endorsement. I intended to anyway" - and the two disappeared to the bodyshop. But it must be stressed that Western Avenue was not churning out Vitesse estate cars for all and sundry, because they were **very** expensive.

That said, it was only Ted Kynaston (MD of Berkeley Square Garages and Frank Carr MD of Carrs of Croydon) who were in sufficient favour with Mr. Brown to secure occasional versions of his offerings. Essentially, the most expensive variant was a new Vitesse saloon to which a new Herald Estate rear deck,



Pic.2.

roof and tailgate (as one of many genuine Stanpart items) was adapted and fitted. Labour hours were charged at full retail - always - and believe me, if Jock Brown could have found a way for charging for the air in his service department that went down carburettor intakes, he would have done so. In the instance of Mr. Hatz and the letter from Charles Saville at BSG talking about 'having a car becoming available' this is a way to (slightly) reduce costs by using a used, undamaged car as the base for conversion. This meant that a used Herald came into Western Avenue as an Estate but probably left it as a registered (and very different) Herald saloon with back end bodywork salvaged from the Vitesse!

The reality of all this is that while Vitesse Estates were and certainly now are very rare, no-one has ever discussed the Vitesse Coupé or Herald Coupé (a la Jock Brown) after the Herald Coupé ceased production in 1963. Jock Brown bought quite a large number of coupé roof assemblies and other coupé peculiar parts for his purposes. The Western Av-

enue Herald Coupé was a modified saloon with a full spec Spitfire engine and overdrive, painted wire wheels, laminated screen, polished wood capings everywhere - and also available in Jock Brown's colour and trim ranges which (perhaps coincidentally?) were the brainchildren of Mrs. Brown!

The Vitesse Coupé was much the same except that it had chrome wire wheels, overdrive (with the option for the overdrive or non-overdrive final



Pic.3.

drive ratio) an SAH exhaust system and reclining seats. But for those with somewhat restricted cashflows, there were always

variations and themes on standard production cars and I think the full Spitfire engine Heralds with wire wheels, overdrive and Vitesse instrument panels were the most popular. How many may have survived is anyone's guess - but I doubt many. In summary, it's important to record that these 'London Specials' were all undertaken in their totality at Western Avenue and the only other dealer I recall doing similar things was Doves in Wimbledon with the TR.

John Macartney.

Many thanks to John for giving us an insight of what was going on at Western Avenue, this being from someone who was there at the time. As I have said before I welcome any feedback that will extend and preserve our knowledge of Standard Triumph. [Picture 1](#) shows one of the Vitesse Estates that was produced. [Picture 2](#) Barry Minnet-Smith's recreation of Harry Webster's Kenilworth flier and [Picture 3](#) shows **Bernard Robinson's**, (Editor) Vitesse

Coupé. That's it this month. *Safe Driving and keep them running on all six*



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

50 Registers Down!

Welcome to my 50th GT6 Register report!

It seems unbelievable that I've been writing these articles for over 4 years now! Every now and then a member asks me a question on a subject that I've covered before in my column, I then tend to struggle to find the old article to point them at the right edition of the Courier or to extract the information they are looking for even though I have copies on my PC at home.

So to help me just as much as you GT6 owners out there here is an index of the reports that I have previously published with the main theme of the article.

GT6s at Stoneleigh Triumph & MG Show

I made my annual pilgrimage to the Stoneleigh Spares show in February, I was in my modern estate car as I had a gearbox and overdrive to pick up for my other Triumph but quite a few peo-
24

GT6 Register Reports

Month	Main Article Theme
Mar-14	Introduction to Andy Cook your new GT6 Register Sec
Apr-14	Rear Seats
May-14	Carb Tuning
Jun-14	GT6 "Stuff" (Books Regalia etc)
Jul-14	GT6s at SEM 14
Aug-14	Self Adjusting Brakes and STMD at Brooklands
Sep-14	GT6s at TriumFest 14
Oct-14	Timing Chain and Sprocket change
Nov-14	GT6s at Duxford 14, on the RBRR 14 and wheel options
Dec-14	Ian Cottam's Volvo Turbo GT6
Jan-15	Colin Geer's Sierra Cosworth GT6 Turbo evolution
Feb-15	Leon Guyot's Old Photos and tech article on Flywheel and wheel weight savings
Mar-15	Rotoflex wheel bearing set up
Apr-15	Diff Ratios
May-15	Gearbox Re-bush and Miguel Do Valle's GT6 Racer
Jun-15	Haynes Museum, GT6s at Isle of Wight 15 and update on Miguel Do Valle's GT6 Racer
Jul-15	GT6s at SEM 2015
Aug-15	Continental Touring in a GT6
Sep-15	TriumFest 2015
Oct-15	Rear Driveshafts Part 1
Nov-15	Rear Driveshafts Part 2 and GT6s on the 10 Countries Run
Dec-15	GT6 International Weekend in Zaandvoort
Jan-16	Matt Hollingsworth's GT6 racer
Feb-16	GT6 On Line resources
Mar-16	John Bonnet's Aluminium Bodied GT4
Apr-16	Cooling Part 1
May-16	Cooling Part 2
Jun-16	GT6s out and about and Mike Titchen's travels
Jul-16	GT6 50th anniversary SEM, 1966 facts, Risqué GT6 picture
Aug-16	GT6 50th at TriumFest, more 1966 facts, How many left?
Sep-16	Propshaft Vibrations
Oct-16	GT6 50th anniversary at Silverstone
Nov-16	GT6 International Weekend in St Wendel, GT6s on the 2016 Round Britain Run
Dec-16	Gear Lever Rattles return, GT6s at Duxford
Jan-17	Electric Washer conversion
Feb-17	Power for Tech
Mar-17	GT6s on TV and Film
Apr-17	Cookie's Continental GT6 Trip Plans
May-17	GT6 Seats
Jun-17	Rear Brake Drum and Shoe Replacement
Jul-17	GT6s at SEM 17
Aug-17	TriumFest 2017 and Drive Tribe Article
Sep-17	Removal of Electric Fan and the inaccessible solenoid screw.
Oct-17	D-Day invasion
Nov-17	Engine Rebuild and GT6s at Duxford 17
Dec-17	International GT6 weekend Bad Vilbel 2017 Part 1
Jan-18	International GT6 weekend Bad Vilbel 2017 Part 2
Feb-18	Clutch Overhaul Part 1
Mar-18	Clutch Overhaul Part 2
Apr-18	Index of Andy's previous 50 reports and GT6s at Stoneleigh 2018.

ple had turned up in their Triumphs and there were plenty of GT6s to look around.



Roy Lacey's White MK1, this car gets lots of use, great to see it out and about



Tim Ward's 2.5 EFI MK3. Well sorted modified car, great to see you out and about in it again Tim



Phil Bentley's Blue MK1



Marcus's MK3, in a striking metallic Green. Another well sorted modified car



Chris Hollingsworth's Mimosa MK3, another car that is used frequently



Mike Titchen's Valencia Blue Mk2, good to see it again. Last time was inn Germany for the GT6 weekend in October



A Couple of MK3s, not sure of the owners.

GT6 on Car SOS

I'm sure many of you are fans of the TV programme Car SOS, plus of course one of the presenters, **Fuzz Townshend**, is the TSSC honorary president. Anyway, a date for your diary, a GT6 is being restored in the new series 6 in the episode being broadcast on national Geographic Channel on April 10th. I'll be including something interesting about the episode in a future article in this column after it has been broadcast. Unfortunately National Geographic is not available on terrestrial TV, however if you subscribe to one of the chargeable premium packages on Cable or Satellite you'll be able to watch. Also I've found that you can get National Geographic CHANNEL on the streaming service "TV Player" via their "TV Player Plus" subscription. You can watch this on a PC or run this on a streaming device such as a Roku Box, NowTV box, amazon Fire box etc. This is normally £5.99 per month but you can get a free 14 day trial which is how I will be watching the Car SOS GT6 episode! If you want to watch on terrestrial freeview TV then I'm afraid you'll have to wait until it appears on More4 which will be in about a year's time.

From the Archives

This months Archive Photos come from **Mark Steinson**, taken at the TSSC Stafford International back in 2001.



Mark camping with His Mimosa GT6 MK3



Mark's GT6 by the tents again, I think the Saffron Yellow GT6 in the background may even be my car!



GT6s lined up in the sunshine



Tune up time for Mark's GT6



A Black GT6 MK3, the GT6 behind seems to be in a metallic colour but similar to Magenta



Concours Saffron Yellow MK3 in the Hall. Looks like a peach colour in the artificial light.



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Rack 'Em Up!

I was going to start off this month by saying that I'd recently reconditioned a steering rack, however that sounds quite advanced compared to what I actually did, which was to clean it up and repaint it. I didn't touch the steering unit itself, other than to check the splines for wear, hence I won't call it a recondition. It was certainly long overdue, being amazingly rusty (pic 1) and the rubber boots had more holes than the plot of a Dean Koontz novel, so as it was Baltic and snowing yet again, it was a job that could be done in the comfort of heated indoors.

I've never had trouble with any steering rack; they seem to perform as required and to be honest, with most of us, it's part of the car that's probably neglected. The Triumph service in-



Pic.1.

" You'd think cars would have moved on and to be honest yes there are now thousands of variations of car keys"

terval documents state that the rack should get 5 strokes of grease through a grease nipple fitted in place of the screwed plug on the steering unit every 12000 miles; the recommended grease being Castrol LM. Any good modern lithium-based grease will do.

Overgreasing will apparently cause damage to the rubber gaiters (pic2); I presume this means splitting from pressure rather than any chemical reaction to the rubber, although with some of today's products even an ill-judged breath will cause instant disintegration. If you haven't greased yours in a while, give it a treat, and if you have the older type of track-rod ends, they want Hypoid oil every 6000 miles.

Diff oil will do fine. Newer ones are sealed for life.

In any case my rack was treated to a good de-rusting



Pic.2.

and a repaint in matt black, then given two new rubber gaiters. Any split or hole in these is an MOT failure. With the old gaiters removed – some

nism, not to hold excess grease. Too much will be squeezed together as the gaiter contracts and will burst through any weaknesses, so

one, you'll know how far to tighten it in order to preserve the larger part of your tracking. Fitting the new bellows is an immensely fiddly job, especially the larger one at the steering unit itself, and it's not made any easier by all that grease. There's only one way they can fit, and it really is a case of perseverance, trial and error until they both go on and more importantly stay on. It's like wrapping a parcel – you need to hold one part on, while trying to squeeze on another, while opening it wide at the same time, so you may need to borrow someone's thumb for a while. I completed this part of the exercise before realising that I hadn't photographed it, but then... what



Pic.3.

have a wire twist, others have a spiral clip (I just cut the old ones off as new ones usually come with new clips) – you can see the steering mechanism itself (pic3); the long toothed rack, inner ball joints and track rod ends. In some of these, the grease is older than Yoda. (When 900 years you reach, look as good you will not!) Cloth you will use and clean off old grease you will. Sorry, it's catching.

Clean off what grease you can, and add fresh grease by wearing a rubber glove: fill the palm with grease, and drag it along the exposed rack like buttering a corn cob. This way you'll coat the rack but not overgrease. Rotate back and forth a few times until you're sure it's all greased. The bellows are there to keep dirt out of the mecha-

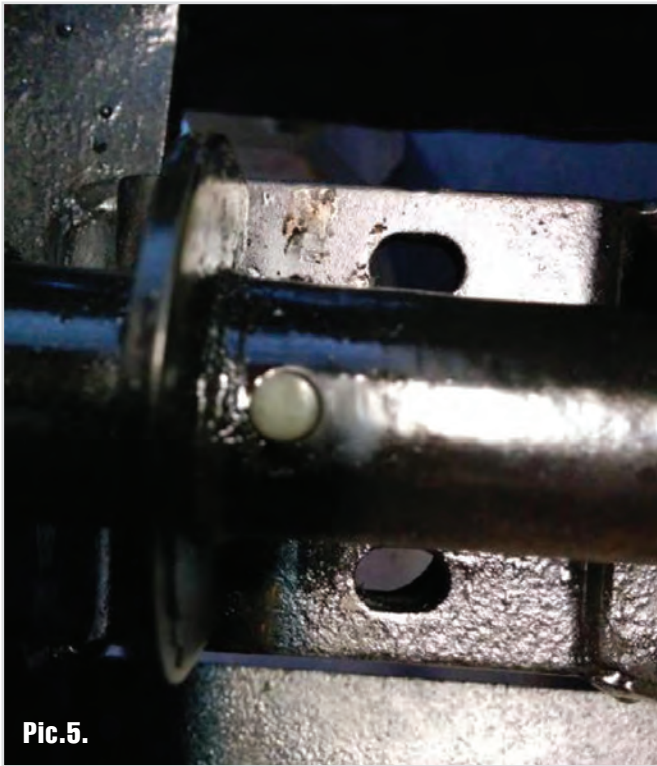


Pic.4.

you just want to coat the rack. You'll need to remove the track rod ends too; in any case you can't refit the new bellows otherwise. Mark the position of each with a small dab of paint on both nut and trackrod end, then count the number of rotations it takes to remove it. Don't disturb the nut if you can help it. This means when you come to replace it, or fit a new

was I going to hold the camera with? Tighten up the clips in the same position along the arms as before, making sure they don't slide (pic4). Replace the track rod ends and you're ready to refit.

One interesting feature of the rack is that some, not all, feature a small nylon button on the top, tight against the nearside bracket (pic5) [overpage](#). This is



Pic.5.

simply an anti-rattle button, and it rests against the top of the rack where it is furthest extended, in order to stop it bouncing up and down as the car drives.

Now: THIS caused me a lot of headscratching, in a 'Will I – won't I' sort of way. The button is held in place by the old-style rubber mountings, and these are soft enough to allow it to move about as the rack bounces, creating a dampening effect without putting any pressure on the rack. If you use a solid alloy mounting these overlap the button by about half, but put a lot of unyielding downward pressure on it, which in some cases can make the steering stiff. I've checked both my stock of original 948 mountings, which have a slightly dif-

ferent shape to new ones currently available ([pic6](#)), and



Pic.6.

found that both old and new cover the same area. It seems to me that either you use the original rubber or equivalent soft poly mountings, or else if using alloy mountings be pre-

pared for initial stiffness that will ease as the button wears, or else shave the top of the button so that it's flush with the top edge of the rack. I think I'd prefer the latter, as unexpectedly stiff steering can catch us all out.

You can buy new ones for just under £4 – part number is 145108 - but I've heard from owners who have just omitted it completely, and covered the hole with tape with no apparent detriment. As with any part however, I believe it's there for a reason, so keep it there, unless you know better!

Rack mounts are a personal choice – good rubber ones are original fitment, but with the latest versions of rubber compound on the market they may not be as good as they used to, and if worn are prone to sideways movement which can make the steering very vague. Polyurethane versions are available in a variety of textures and

I may try a set for the experience; they're around £6 each. Alloy mounts were fitted originally to early cars, then dropped in favour of rubber. I find alloy mounts very direct,



Just make sure you tighten them sufficiently to get a good grip on the rack and not so tight that they crimp it to immobility. They will transmit some road noise, so expect to sacrifice some comfort for improved directness of steering. The Herald wheel can be quite unforgiving unless you fit a soft cover on it.

When I came to photograph a spare rack from an early Herald, I found it had no button at all (pic7), so somewhere along the line it seems to have been added to address any unwanted movement. Is this also the reason that alloy steering mounts were replaced in favour of rubber ones, or was that solely for driver comfort?

Was the button still fitted to later Heralds ie 13/60?

Were there complaints from drivers, or was there excessive wear or damage that required a solution from the R&D department?

As always, if you know anything more, get in touch!

Now that I've got the bug, I must go and refurbish a few more (pic8)... you never know when they'll be needed...

See you next month

Colin

Pic.7.

both in steering and vibration, movement you find with even with none of the sideways slightly worn rubber versions.



Pic.8.

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13/60 Sounds

As you all know, Heralds were not built with a radio fitted in the factory. In fact, most ordinary cars back then did not really have much provision for one. To this day, mine has never had a radio but it

was that shown in [photos 1 and 2](#) (courtesy [Colin Lindsay](#)) and

“We probably didn’t notice the poor quality back then”

speaker to deliver the single channel of sound.

In the 70s, stereo FM car radios became more affordable and the improved sound quality was much appreciated.

Radios usually had a mono/stereo switch because resolving stereo signals was sometimes difficult in weak signal areas. Using this switch in the mono position also meant that you could carry on using a single speaker that was wired to one of the output channels – it didn’t matter which. However, fitting



Pic.1.

may happen before very much longer.

Radios were available as accessories – names like Motorola, Radiomobile, Philips and Pye come to mind. Medium Wave AM was still king, delivering a single channel of relatively poor quality audio – although we probably didn’t notice the quality back then. Higher quality FM transmissions had been available from the BBC from 1955 and stereo from 1959 but suitable receivers were quite slow to find their way into cars. The standard setup for our cars

these units can sometimes be found in autojumbles etc. They have a single elliptical loud-

two speakers would be the longer term solution especially when media players appeared.



Pic.2.

So where do you fit a pair of speakers? There are three or four options available to you and I will attempt to go through them. They offer different advantages and have some disadvantages, so you take your choice. Ideally, the speakers will be pointing directly at the listener because the higher frequencies are more directional than low ones, although this can be very difficult to achieve.

Possibly the best position is in the doors. If you look at [photo 3](#) of my car in its half-built state you will see two large round holes in the doors. These are 5 inches in diameter and I can only assume that this was their intended use. This should mean that 5.25 inch loudspeakers

must be capable of delivering a full audio range from below 100Hz to at least 20kHz) and that the power handling matches the output of the source (radio, CD player etc.).

Regarding door fitting, firstly you will need to run flexible twin wires across the gap from the A-post to the door. These should have a loop so that they are not tight across the gap. They should also run through rubber grommets so that they don't chafe and



Pic.4.



Pic.3.

ers will fit, but you must check the specification of any units you may want to buy and there is a vast range of speakers available. Things to check for in any installation are the fitting dimensions including the position of the mounting screws, the depth of the speaker (some have massive magnets), the frequency range (a single speaker

wear through. Secondly, this area could be subject to rain water running past the quarter light seals, so the speakers should be provided with some kind of splash shield or even have their backs enclosed in a plastic



Pic.5.



Pic. 6.

bag. A wet loudspeaker cone will deteriorate quickly. Thirdly, a bit of invention but is perfectly possible. The disadvantage is that this is as far as possible from the ideal of the speakers pointing directly at the listener.



Pic. 7.

you will have to cut a suitable hole in the door trim panel and cover the hole with a suitably sized speaker grille. The disadvantage is that you have to cut the panel and that may not suit you.

Another possible location in the front is either to cut suitable holes in the footwell side panels (photo 4) or to fix some kind of speaker pod to the surface.

I have seen a Vitesse that has a horizontal ply or mdf panel under either end of the dash so that the speakers are pointing downwards. This would require



Pic. 8.

Many saloon cars of the period had large rear parcel shelves where speaker housings could be fixed but the shelf on a Her-

Moving to the back, the rear seat side panels lend themselves to speakers in the pockets (Photo 5 for the Estate panel but saloon ones work ok as well). This can be achieved non-destructively using the method shown in figures 6, 7 and 8, which is a system sometimes found on Stags. A large metal plate is set behind the hole with captive screw threads of some sort such as spire clips or rivnuts. The speaker and grille fix to another outer plate that is larger than the side panel hole and sandwiches the panel and holds the speaker tight when the screws are done up. These were available commercially for Stags but I don't recall them for Heralds. However, anyone with metal bashing experience should be able to make them.

Convertibles could also have speakers in this position but you would have to cut the side panels to suit and make sure that the speakers, hood and seat belts don't come into conflict with the speaker.



Pic.9.

ald is too narrow for this to be possible.

Finally, for those who want to keep the original style of single speaker but run a modern system through it, you can buy dual voice coil speakers made by Retrosound. Photo 9 shows their R-57N 7x5 inch unit. Ordinarily you cannot mix the two channels from a stereo unit at the speaker output as you are very likely to do some serious damage. Modern units do not usually have a mono/stereo switch and the only safe way of mixing the channels electronically is to delve inside the preamp circuits, which it would be unwise to do unless you know exactly what you are doing. Having a single speaker with a double voice coil means that the channels are still electrically separate but are mixed mechanically at the speaker and it works surprisingly well. If you check out the Retrosound website under the heading of dash speakers you will see a range of sizes after which you just need to find a supplier.

For a bit more of the history, in case you want to evoke a particular period, 8-track cartridges and compact audio cassettes were invented in the

60s but didn't appear in any numbers until the 70s. The 8-track never really took off and disappeared within about 5 years leaving the field clear for the cassette tape until...

audio between left and right, but now also between front and back (the so-called fade adjustment).

One system I have not mentioned dates from the 60s when you could buy players for 45 rpm singles (photo 10 shows the Philips Mignon system).

The only way these could work reliably and not skip across grooves every time you hit a bump in the road was to have a really high tracking weight.

On a domestic system, you normally set the tracking to less than 5 grammes but I think these were probably tracking at over 50gm.

You would soon wear out both the record and the stylus and



Pic.10.

...CDs appeared in the shops in 1983 but it was quite a while before they were playable in cars. Later still, 4-speaker systems appeared which allowed you to have two speakers in the front of the car and two in the back. Each speaker had its own amplifier circuit so that you could not only balance the

the take up was very poor certainly in the UK. I do remember repairing one for somebody back in the 70s but it's the only time I ever came across such a beast. We have certainly seen some changes since our cars were first built.

Paul's Type 48

It was in the August 1991 Courier that I first wrote about the Type 48 Corsa Spyder. I was reporting on my meeting with Alan Hooper and his, then, one-off, Spitfire-based special at the South of England Meet in the May.

"I don't know if it was anything to do with the enthusiasm of the response to my article but Alan made the decision to turn his Type 48 into a marketable kit car.."

Looking at my database of Courier articles I can see that since that first appearance I've mentioned, or included a picture of, a Type 48 Spyder 28 more times, 29 including this one. I've charted its change in supplier from Alan Hooper to Rob Askew in 1998, then back to Alan Hooper and, in 2005, to Mick Michaelides, trading as Fiorano. And **Fiorano** are still promoting the car today: www.corsaspyder.com

This month I'm not going to re-

peat anymore detail on the development of the marque, because I'm pleased to be able to

bring you some detail on one particular example. The current owner of EYR288J, **Paul Ward**,

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Jan 95	23	Trevor Collett	Kit round up - list, AWE, Type 48, Hurricane, Gentry, Marlin, Malvern
Jan 96	38	Trevor Collett	Build A Legend - Alan Hooper's Type 48
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Jan 97	22	Trevor Collett	Round up-AWE, Douglas, Gentry, Moss Malvern, Monaco, Type 48 Spyder, Midge, Hurricane
Mar 98	44	Trevor Collett	Type 48 Spyder finds new home. Rob Askew - DG/Reed Engineering
Aug 98	28	Trevor Collett	German Type 48
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Jun 99	14	Trevor Collett	Round up. Gentry, Midge, Type 48, Hurricane, Burlington
Jul 99	14	Trevor Collett	Type 48 address
Oct 00	18	Trevor Collett	Like Spyderys? Type 48s.
Dec 00	54	David Perry	The Blue Spyder - Type 48 SGA129N
Jan 02	28	Trevor Collett	Type 48
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Aug 03	33	Trevor Collett	Type 48 Spyder (JYN410K) left hand drive.
Jun 04	32	Trevor Collett	Birth of a Spyder. Andy Cross Type 48 (PYG569E)
Apr 05	28	Trevor Collett	Type 48 returns - Fiorano.
Sep 05	48	Trevor Collett	Type 48 Spyder for sale on internet (David Parry).
Mar 06	27	Mick Michaelides	Type 48 Corsa Spyder is Back - from Fiorano.
Nov 09	28	Trevor Collett	Type 48 Spyder. Fiorano.
Sep 14	48	Trevor Collett	Type 48 - Corsa Spyda. BRA808L, VVE932L, FHZ4151.
Oct 14	29	Trevor Collett	Type 48 WBP511K.
Feb 15	32	Trevor Collett	Type 48.
Nov 15	38	Trevor Collett	Type 48 Corsa Spyder UXL40.
Mar 16	16	Trevor Collett	Type 48 Spyder Corsa.



As bought

contacted me and asked if I'd like to feature his car; I couldn't decide whether to reply with the one about the Bishop of Rome or the one about bears in woods.

As well as being a car nut of impeccable taste, Paul is a pro-

once appeared on the cover of the Courier, and over the years have been to various car shows and Triumph meets. One day I arrived at the WAC meet and something caught my attention – It was called a Fiorano. Not knowing what it was I went up

pleted one on eBay for just £2600. At that moment I decided to sell my Spitfire and buy this instead.

The car had been part built – the chassis had been refurbished, as had the suspension and brakes. The engine was in

Fiorano Type 48 Corsa Spyder



fessional photographer, which means he has the ability to make a good looking car look

and started chatting to the owner – only to find out that it was actually a Spitfire under-

place but not plumbed in. The body had been mounted on the chassis but no other work had been completed. No wiring loom, no brake pipes, no fuel line, no fuel tank, no radiator, no exhaust, no interior, no dashboard; basically just a shell on a rolling chassis.



At the time my Spitfire was in the only garage I had and I didn't have anywhere to put the unfinished car.

Luckily my local mechanics agreed to have the car de-

even better, as you can see. To go with his excellent photographs he penned some words for us:

"I had owned a Mk 3 Spitfire for around 20 years, which

neath! From that day on I kept my eyes open for one.

Over the years I saw a couple for sale but never quite had the money to buy one; then, two years ago, I saw an uncom-

delivered to their workshop and said they couldn't store it for long, but would "just get it up and running for me".

Seven months later, and between their other everyday



work, they had fitted the brake pipes, fuel line, exhaust, steering column, wiring loom, refurbished the carbs and finally got the engine running.

I was visiting a few times every week when I had some spare time to try and help out. I decided that I wanted to change some things about the look of the car.

I liked the idea of it being original and also looking like it could have been an old battered race car from the past, rather than a pristine new car.

I sourced a fibreglass copy of the Macau Spitfire rear hump and proceeded to adapt it to fit my boot lid. I improvised with various stuff, like using a Balti dish as a steering wheel boss, and a deep frying scoop as an air intake grille.

I had a pair of my original Mk3 seats in my garage but they didn't seem to fit in the car, so I got some Land Rover seat bases, and then made seat backs from plywood and foam. I bought a distressed leather cow hide from eBay and enlisted the services of Intratrim

in Telford, and also Russels trimming in Rubery, to trim the seats in the leather. The dash was cut from aluminium, and kept unpolished to give it that used look.

The car was finally MOT'd in early 2016, but was unpainted.

try and paint it myself.

I brought a large can of brush painting enamel from Jawell paints and set about trying to paint the car. It turned out that using a roller gave less paint runs than a brush, so I proceeded to use that for most of



I had decided to try and attend the kit car show in Stoneleigh in 2016, which was just two weeks away, and I couldn't find anyone who would agree to paint the car in that short space of time ready for the show... so I decided to

the body. Two coats later, and although it wasn't as good as I would have liked it, at least it would do for now. Ironically I never actually made the show in the car that year as it rained.

Two years on and I still haven't finished the paintwork prop-

erly. It's not perfect but I quite like the fact that it looks like it has the patina that old race cars sometimes have. Maybe at some point I'll get around to re-painting it, but at the moment I'd rather just use the car and have fun in it.

The first time I actually tried to drive the car home one of the wheel arch support welds cracked and I never actually got the car home. It turned out that because the arch supports were attached to the back of the wheel hubs and not the chassis, all the road vibrations were being transferred through the wheel arches and causing lots of vibration, which resulted in the welds shearing off. Almost a year later, we had still not solved the issue – every time I drove the car something snapped and after several attempts to strengthen the welds and redesign the supports to no avail we decided to try something more radical.

Firstly, we softened the suspension by taking out one of the leaves – this made the ride softer but lowered the car and gave it very extreme negative camber. So I took the spring to Midland Road Springs in Coleshill and they made two of the springs slightly longer to counter the change in camber and also re-profiled the spring to raise the height slightly.

These changes sorted out the suspension hardness but the wheel arches still had too much vibration over bumps, so we decided to mount them to the

chassis instead of to the back of the hubs.

This final fix seemed to work. I've now driven the car a fair few miles and have not had anything else go wrong with the arches, so hopefully we have now sorted out the issue, fingers crossed.

The car looks like an old car – and it drives like an old car too! If you want something fast that handles well – then go and buy

slightly. I think I need to find someone who's good at fibreglass work to help out with that though. If anyone's prepared to help please let me know.

Paul

Thanks Paul, good car, good story and good pictures; we'd love to be kept abreast of all future developments. Here are a few more technical particulars about EYR288J: its donor is a 1971 Mk 4 Spitfire. Its engine



a Westfield!

To me, this is all about a slightly different experience... this car looks amazing, sounds great, and gives me that same experience that driving some old racecar from the 20s or 30s might give you. Although it's not that fast, it's a rattly, windy, visceral drive that scares me half to death every time I take it over 50mph... but that's just the way I like it!!

Although this car gets a lot of attention and admiring glances, I'm still not fully happy with the look of the car. I'd like to change the front end slightly by adding a period grille and maybe narrow the grille size

is Dolomite 1300, with twin HS4 carbs and large bore exhaust with a sports back box. Wheels are 15-inch wires from an MG TC, fitted using special adaptors, with Blockley tyres.

I'd be hugely delighted if reading about Paul's car inspires more of you to tell me about yours. You can just write freestyle, but remember I have created template document to help you get your story down. You can access this document with this web link:

<https://goo.gl/0oImSy> (that's a zero in the middle) or you can email me and I'll send you a copy. Our breath is bated.

Trevor

Testing the WAX!

Hello. Hope this edition of the Courier finds you and yours well.

At the of writing, the snow has yet again been and tested the wax on my 2000, so time will tell how well its done! I've lived in Beaconsfield (20 mins from West London for reference) for some 20 years, and must admit, I've seen snow more times in the last few months than I can recall for most of that tim. Seems someone is really wanting to test that wax!

When we had, what seemed like spring, a few weeks ago, I decided to take the 2000 out as when I looked at the calendar, I shocked myself to realise it was over six weeks since Jan 1st and I had not started it. Usual excuses to why, but doesn't really make the result any different. I got in and turned the key.

Lights all on, whine heard, so turned the key a bit further with choke out half way. Just a weak, slow turn over and stop. **am it!!*

I went back to my second battery, only to discover the Optimate had been disturbed, and the charging clip had been knocked off. I hoped there was enough left in it. **am it again!* Slightly faster but to no avail! Now I have to move my mod-
50



ern car and place it as close as I can to jump start it!

" 'I will be out for 15-20 mins' was purely limited to starting the car!! Awarded myself muppet of the day award!"

I use Ebay quite often, in fact, as I have said before, my 2000 came from an advert on Ebay, although the seller was a member of the TSSC. Either at that point or recently, I know there are horror stories from Ebay, just as another car selling place.

I have been in the car industry on and off since I was 17 years old, so have seen the many ways cars are sold.

It does give a good indication to value of cars too, and where Triumphs are involved, their general increase in value too.

At this point, it does come down to taste and why you want a Triumph. As I was explaining to a chap at a car show last year, the cost is what someone will pay for it and why. With our cars being a four door saloon, it's not one of the soft top sports or touring cars. However, as I explained, that's what made Triumph, where it pushed different areas of the market place and kept going for quite so long, with the modern 4 door saloon cars, and its Italian



Italian Styling with Modern Drive

styling with the modern drive that we enjoy,

My middle son and I attended a new to me car meet. Not too far away at Pinewood Nursery. It was mighty cold, so as it's not too fussy as a car, not classic car show, I asked my middle son what car he wanted to go in? I have an 1997 BMW 540 which has an incredible heater (4.4 litre V8!) and heated leather seats. So, with the heater not great in the Triumph, it wasn't too long to make the decision! I couldn't blame him as it was MIGHTY cold! Great collection of cars, including Simon from

South Bucks in his TR7, bringing the only Triumph to the show, which put a downer on taking the BMW instead of the Triumph! It was a good collection of cars of all sorts of make and model!

If last year is anything to go by, the **Isle of Wight Weekend** had a great collection of 2000s, so maybe a coincidence as maybe members of other clubs are joining in, or there is more members with 2000s than I thought! If you haven't been, I would fully recommend it.

Details from:
tsscior@hotmail.com

One car that I have received some details of probably won't be there though! It's a four wheel drive estate car!! Details are rough at the moment, but I have been told it's one of only two 2000 estate cars that were fitted with the Ferguson four wheel drive system, as made famous by the Jensen Interceptor. I am trying to track down the original article, but I have been told that it some years ago! It runs a Stag engine, but no one knows why! As always, please do send me images, stories of your Big Saloon!!

Carl



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MK4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Triumph TR5 NKK 469F

I have been contacted by a member regarding a white TRIUMPH TR 5 registration number NKK 469F. It was owned in the 1980's by Richard Murray and J. McPherson has photographs and other information that they would like to pass on to the present owner. If anybody can help with this please contact me and I will put you in touch.

MY TR 4A's OIL PRESSURE GAUGE/ISSUE

Over the last 12 months the oil pressure gauge in my TR4A had developed an annoying trait, the needle sticking at around 50 psi on de acceleration. This had gradually become more regular and as I was never happy with the visual quality of the oil pump that I had fitted when I rebuilt the engine (although all the tolerances were spot on)

I started to worry that the gauge wasn't giving a correct oil pressure reading. When hot the gauge was indicating about 18 psi on tick over of 600 rpm (30 psi when cold) and at 3500 rpm it was indicating 70 psi.

I had amongst my spares a SMITHS gauge which I thought I would change for the original JAEGER gauge as a temporary measure to check the oil pressure while I tried to source a JAEGER item or had my origi-



OIL PRESSURE VALVE HOUSING WITH VALVE REMOVED



"with the "new" gauge in place I noted that it indicated at least another 5 psi at tick over when hot and right through the "rev range" "

ADJUSTING SCREW

nal repaired and re calibrated. To do this I had to remove the speedometer, rev counter and the glove box door stay, the wooden dash board facia could then be eased forward after removing the retaining screws to give me enough room to remove the JAEGER gauge and replace it with the SMITHS gauge.

Before re fitting the other gauges and dashboard facia I

started the engine and saw that the oil pressure was at 50psi (cold) at tick over and checked that the new fibre washer that I had used in the oil pressure gauge union was not leaking. All looked good so the other gauges and dashboard facia were re fitted.

On my first run with the "new" gauge in place I noted that it indicated at least another 5 psi at tick over when hot and right through the "rev range". Gaugetastic I thought. The next step was to try adjusting the oil pressure valve.

To do this it should be quite simple, slacken off the locknut on the top of the body that the oil filter (or adapter for a spin off type filter) screws onto and turn the adjusting screw clockwise, however, with a socket on



spring and ball bearing but the adjusting screw was seized solid in the locking nut so I had to use a blow torch on it to free it up. With this carried out I screwed the adjusting screw clockwise about 5/8 of a turn then re assembled the valve. Then using Wellseal to seal the lock nut to the valve body and also to seal the valve body to the housing I screwed the complete valve in place.

The engine was started and the oil pressure gauge indicated 60 psi with the engine cold, this dropped to 28 psi at 600rpm when the engine reached normal running temperature with a reading of 80 psi at 3500 rpm, Valvetastic I thought and I wouldn't want the oil pressure to be any higher or the oil would probably start leaking out of gaskets and seals.

The next run that I took the TR on was to the Shepton Mallet

Show November 5th 2017, and after moving less than a mile in 20 minutes due a traffic jam caused by a road closure the engine oil could not have been any hotter or thinner. The oil pressure gauge was indicating about 30 psi at 600rpm then when the traffic started moving, 50 psi at 1500 rpm, 60 psi at 2000 rpm and 80 psi at 3500. The only action left to take was to take the oil pressure gauge out, strip it down then place the Jaeger "face" in the fitted SMITHS gauge. I did ask a gauge "specialist" at Shepton Mallet if he could repair my JAEGER gauge and he said "Yes, for £70", but how could he give me a price without even examining the gauge to see what was wrong with it, perhaps he was psychic? Hard to gauge that I thought!

Whether 6 cylinders or 4 a TR is more!

Graham Senior's TR6 journey continues, a few members have been in contact with me to thank Graham for inspiring them to plan and undertake similar trips

TRavelling T'Roo TRalee - 4

THURSDAY: KENMARE TO GALWAY [200 miles] – *sun, sea, sand, a ferry and a girl in a 'Triumph' tee-shirt.*

I threw back the curtains to find brilliant, morning sunshine for the first time this week! So top down, a photo by the B&B for posterity, and as quickly as reasonably possible, retrace last night's route via Molls Gap towards Killarney. 'Stunning' is the only word to describe the scenery – and to do so on a



the locking nut, the entire valve moved so I thought it best to remove the valve and give all the components a good clean. With it removed I stripped it down and cleaned the body,



pretty Listowel and on to coastal Ballyunion. What a treat! Think ‘Scarborough’ on a much smaller scale – yes, some Tourist ‘Tat’, but geographically very similar, with two bays, separated by a headland with the remains of Ballyunion Castle perched precariously on top. A delightful place to stop for an hour, to take the sea air, and generally to watch people enjoying the sun and the sand.

quiet morning with only a few like-minded souls on the road – and certainly before the constant stream of tourist buses – was a bonus.

By the time I reached Killarney, the few clouds in the sky had evaporated, and the rest of the day remained cloudless. I had been warned that Killarney was very much tourist oriented, and so it transpired. Gift shops were much in evidence, as were numerous horse-drawn carriages offering tourists a taste of Irish life. More to my taste was the glimpse of a Triumph Stag with a Cornish registration – its occupants clearly enjoying the weather, the scenery, and presumably the

burble of their V8.

I only could only afford an hour to wander round the town, as I had many other places ‘on the list’ before the day was through, so, remembering last night’s queues for the road works, I avoided TRavelling

And, as was often the case, someone came to show interest in the car while I was sat with my bottle of Cola and a chocolate biscuit, taking in the views.

The day’s destination was Galway – still over 100 miles away



54

T’Roo TRalee again and by-passed the town to the east, before making my way through

“the short way” – i.e. by taking the Shannon Ferry from Tarbert to Kilimer. Unlike the ‘Passage

SHANNON BREEZE AT TARBERT



East' ferry on Sunday which runs every few minutes, the Shannon Ferry only runs hourly, so a punctual arrival at Tarbert was called for, and at about 15:15, I arrived and joined the short queue for the 15:30 ferry. Two ferries are operated – though other than in July and August, only one is generally in use at any one time. The 'Shannon Breeze' is the larger of the two, and comfortably accommodated the dozen or so cars (and one lorry) waiting to make the twenty-minute crossing – thus avoiding a long detour via Limerick.

Continuing my journey on the north bank of the River Shannon saw me take in Kilrush, Milltown Malbay (which I kept wanting to call Melton Mowbury!), and on to the rugged Burren coast.

The afternoon was hot and cloudless, and the roads and scenery were glorious. By now

it was around six o'clock, and I could not resist the temptations of a quayside pub at Doolin – surely it was 'meant to be' that there was just room for one car (mine!) on the road outside! A young couple came along, walking their two dogs, and stopped for a chat. The girl's father had instilled in her an interest in Triumph Motorbikes – born out by the tee-shirt she was wearing –which set the tone of the conversation for a very pleasant half hour's break.

Suitably refreshed, and with the early evening sun becoming more hazy, I bade the couple farewell, and continued on passing the Cliffs of Moher, and along the rocky Burren Coast where the Atlantic Ocean seamlessly becomes Galway Bay, before heading eastwards through Ballyvaghan and Kinvarra, where I had a friendly wave from an MG Midget driver heading the other way, to

join the most major road for some considerable time, the N18 to Galway.

I had visited Galway once before – twelve years ago – but was not prepared for how busy the city had become. Even at 8pm on a Thursday evening, the traffic was very heavy, and it took me far longer than I had expected to pass through the City to the Salthill district, where I had booked a B&B for the evening. However, I got there eventually, checked in, and after a chance to freshen up, walked the mile or so into the city. The pedestrianised City-Centre streets were vibrant, with locals and visitors alike enjoying the warm evening, and most pubs and restaurants had well-occupied tables both inside and out. A pleasant – though not exactly quiet – evening brought a superb day to its close.

To be continued . . .

More On RUST!

Well things did not go to plan, just when I thought we had finished one side of the car for welding, another setback raises its head.

I shouldn't be surprised as it's a TR7 and over 40 years old. The good thing is that I have been here before, many times (you would have thought I would had learnt).

The repair I mentioned last month, was complete and if I say so myself looked good and was treated to several treatments of rust converter, etch primer and stone chip. Whilst I was cleaning up the areas around the rear chassis leg in preparation for some more stone chip and underseal I noticed a small perforation. Sounds familiar again. Yes, a bit more digging revealed that the closing panel on top of the chassis leg was rotten. More digging revealed an old repair followed by cutting, grinding and preparation for a new piece of steel. I seem to be finding this more and more that on the outside the repairs look sound but underneath the dreaded tin worm lurks.

So, the question I ask is what is rust? Well the dictionary says:

rust (rŭst) n.

1. a. Any of various powdery or scaly reddish-brown or reddish-yellow hydrated ferric oxides and hydroxides formed on iron



and iron-containing materials by low-temperature oxidation in the presence of water.

b. Any of various metallic coatings, especially oxides, formed by corrosion.

c. A stain or coating resembling iron rust

When metals are exposed to the open air and bad weather, you might have noticed that they rust. Chemists call rusting corrosion.

Corrosion Is Oxidation

Metals react with oxygen during corrosion. The metal atoms must lose electrons when they form the "rust compound" called metal oxide. This is written as:



This indicates that corrosion is an oxidation reaction. The oxidation of any metal is called **corrosion**.

Oxidation

Corrosion is an example of oxidation. Water, oxygen and dissolved electrolytes (e.g. carbon dioxide, acid rain) are required for rusting.



Iron (II) ions are the early black rust you notice at the start of corrosion. Further oxidation results in



This is the more well-known terminal brown rust. The electrons lost during oxidation are accepted by water molecules to form hydroxide ions. So how can we treat it?

Physical Protection from Corrosion

Since the three conditions for corrosion are oxygen, water and an electrolyte, the 3 main theories behind protection are based on

"I shouldn't be surprised as it's a TR7 and over 40 years old."



More Patches



More Rust taken out

Best way to Prevent Corrosion

the prevention of any of these contacting iron.

Galvanising

This is when the zinc layer stops oxygen/water or salt from attacking the iron. An advantage is that a scratch will still slow corrosion (as Zn is higher in the series) via sacrificial protection.

Painting/Greasing – Underseal, Hammerite, etc.

Using paint or grease physically stops oxygen/water/salt from reaching the metal. The disadvantage of this method is that it must be constantly renewed (e.g. Forth Road Bridge).

Electroplating

This process deposits a thin layer of metal on the object being protected. Tin plating requires the object being protected to be the negative terminal and surrounded by a solution of the ions of the metal being deposited on to the object.

The negative charge attracts positive ions.



Repair inside

Well that's the chemistry lesson complete.

Now I think it's back to more welding. Hopefully next month I can talk about something jollier, like our preparation for our annual works classic car outing to Laon.



Bond's Warning Triangle

I hope you all survived the snow and ice in early March, now just melted as I write this, currently trying to get my 2+2 GMT MOT'ed - for the last time???. I will need to consider this, it would be nice not to be fighting to get the handbrake through, but otherwise as a matter of principle I would prefer the car to be independently checked over once a year, in truth I don't think any of the cars have ever failed on a serious problem but it is a good discipline to be 'forced' to get it done otherwise it is all too easy to think 'I'll check that later'.

I have just remembered why I started on this tack - the garage which is next door to Bond Henge is struggling as the MOT bay flooded as the snow melted, so will not know how the car got on until tomorrow now.

Moving on and backwards - or at least referring to last month's article I have had responses from two members regarding the 4s Boot warning triangle.

Paul Grogan has forwarded an extract from the 21 August 1965 Motor road test which shows the Triangle.

Paul notes:
"The orange triangular warning sign, as shown, was introduced in February 1965 from chassis number Q/2/1184 to coincide

MOTOP week ending August 21 1965

(Left) Over-centre catches on the rear side windows give positive location at speed. (Right) The pedals are offset to the right and the clutch control is where the driver might expect to find the brake.

Loggare capacity is good. The boxes (bottom picture) holding 6.9 cu. ft. fit in the boot. At least the same amount again can be carried inside if the back seat cushion is removed (labour). The boot lid is small and does not fit very high. The warning triangle is stored on the back of the spare wheel cover which forms the floor of the boot.

fire or Herald (as one does sometimes for relaxation) the datum point for the offset brake is completely lost and one is far more likely to hit the straight-ahead clutch than the brake in an emergency. So long as the front seats are pushed well forward, the rear bench is big enough for two adults, though children fit it much better.

The ride from the all-independent suspension is firm but not uncomfortable except on really bad bumps. Rough roads excite some rattles—doors and unframed windows in particular—although the overall structure, braced by the familiar backbone Herald chassis, may be quite rigid. Bond has also been particularly clever in banishing the characteristic resin smell from the inside of the glass-fibre body.

The noise level is perhaps a little less than in most small saloons, considerably less than in any small sports car; it seems a fairly happy, untinged medium with no one sound—from engine, wind or road—predominating at high speeds: when accelerating hard, the engine hums smoothly but unobtrusively and the pleasant exhaust can be heard if a window is open.

The heating is simple and normally effective enough with, as in the Herald, two push/pull knobs on the fascia controlling volume, distribution and temperature. There is also a very quiet booster

Continued on the next page.

Friction areas	48 sq. in. lining area working on 168 sq. in. of contact area	Stemmy	12 volt, 38 amp-hour under-bonnet	Rear axle	Spinning gear	1 gear 90 E.P.
Suspension and steering		Number of electrical feeds	6	Clutching system	Clutching system	Clutching system
Front	Independent by coil springs and wishbones	Indicator	Self-canceling flashers	Chassis substation	Chassis substation	Chassis substation
Rear	Independent by spring bars, transverse leaf spring and radius arms	Starter motor	Electric and parking			
Shock absorbers	Front and rear	Door lock	Manual (plunger)			
Steering gear	Rock and pinion	Wiper (intermittent)	2			
Turns	9.50:1 (Duty, C.A.T.)	Wiper (intermittent)	2			
Coachwork and equipment		Wiper (intermittent)	2			
Starting handle	No	Wiper (intermittent)	2			
Lock	Full pattern	Wiper (intermittent)	2			
Jacking points	On the frame, inboard of axle	Wiper (intermittent)	2			

OVERALL WIDTH 5'-0"
 FRONT TRACK 4'-1"
 REAR TRACK 4'-1"
 SCREEN FRAME TO FLOOR 42"
 FLOOR TO ROOF 42"
 GROUND CLEARANCE 6" (front) to 8" (rear)
 UNLATCH HEIGHT 20"
 UNLATCH HEIGHT 20"
 UNLATCH HEIGHT 20"

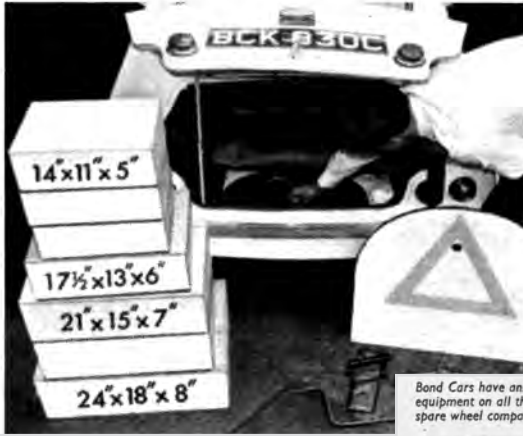
with the introduction of Mark II, 1147 c.c. 67 bhp. Spitfire engine. (Source: Bond Cars Ltd – internal Specification Amendments no. 7 memo, dated 25th January 1966.)

I know 'our' GT4S (Bertie) BPH 834H when Jayne owned it in

the early 1990's had (still has?) this spare wheel cover. I replaced the surrounding plywood boot floor but repainted the original cover, leaving the orange triangle."

I have been in touch with the current owner **Patrick Taylor**

Luggage capacity is good. The boxes (bottom picture) totalling 6.9 cu. ft. fit in the boot. At least the same amount again can be carried inside if the back seat cushion is removed (above). The boot lid is small and does not lift very high. The warning triangle is painted on the back of the spare wheel cover which forms the floor of the boot.



anniversary of the first Equipe, please come along and support the event. All things being equal we will be there with some autojumble - although I usually go home with more than I brought - an occupational hazard I think.

PS – GMT did not manage to pass the MOT, screws loose in the steering wheel – and yes they were, and a nice 2 minute job. Also black smoke at idle – well for some reason the current 1500 engine has never idled, it will only run above 1500rpm. So I thought OK let's get to the bottom of this – spent an afternoon fiddling with it and still no better and have run out of ideas! Plan to sleep on it and try again later!

who is going to let me have a photo in due course – he says he has never had to use the triangle – I hope this does not jinx him!

And also, **Martin White** sent an extract from 19 February 1965 Autocar - again showing the Triangle. So as yet I have still not seen one in the flesh, but hopefully will soon be able to report further, - hopefully more next month. Who would guess that this story could run and run!

A reminder for **May - SEM on the 13th May**, please bring your Equipe along to the event, it tends to be one of the rare occasions when a few Bonds get together, less so in recent years but this being the 55

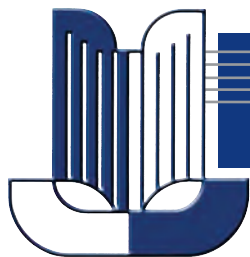
Bond Cars have announced that they will be supplying a hazard warning sign as standard equipment on all their Equipes. It is, in fact, an adaptation of the car's spare wheel compartment cover



Autocar Extract



Bonds at South of England Meet



Demographic Survey

By Dave Beardsley

The survey ran through November 2017, with a Prize Draw held at the Club Open Day on 3rd December.

In total, 290 responses were completed, representing 6.5% of the membership and whilst less than the 10% achieved in 2016, the data gathered still has significant value to the Club in shaping the future.

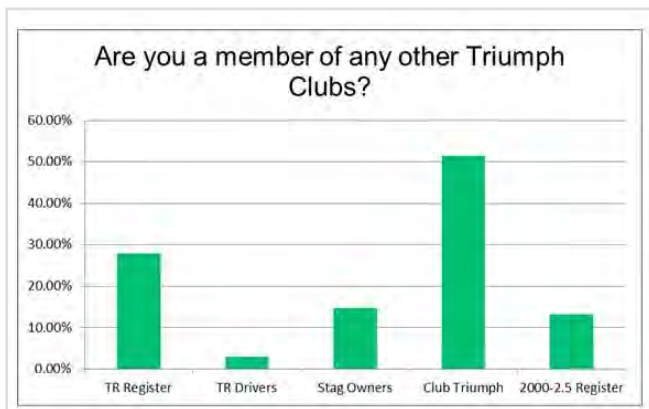
Question 1

Which Triumphs do you have?

As expected, the core 'Sports Six' models represent the bulk of the car fleet, with the Spitfire remaining the single most popular model. A marked difference in this year's results is a reduction in 3 & 4+ ownership of single models, now largely Herald and Spitfire. In the case of the less populous models, Bond, Specials, Acclaim etc, members appear to own either one or many.

The average number of Triumph cars owned by members increased to 1.81.

A further question asked the total miles (or kilometres) driven each year. The responses were grouped into commonly occurring bands, which showed that the most common band is now 2001-3000 miles per annum, indicating that the mantra '**Do more with your Triumph**' is being headed.



Question 2

Are you a member of any other Triumph Clubs?

There were only sixty eight responses to this question, which established a profile almost identical to 2016. Club Triumph remains the club of which a TSSC member will most likely also be a member.

Question 3

Do you have Agreed Value Insurance under the TSSC scheme? If not, why did you choose not to use the facility?

Yes, through a TSSC insurance panel company, covered by a current TSSC valuation. **48.43%**

No, through a TSSC insurance panel company, but NOT supported by a TSSC valuation. **9.41%**

No, through another insurance company with agreed value **10.80%**

No, I'm an overseas member **10.80%**

Other Reason (please specify) **20.56%**

The 9% of respondents that use a TSSC insurance panel member, not with a valid valuation, must be a target to identify and engage with these members to better understand the reasons why.

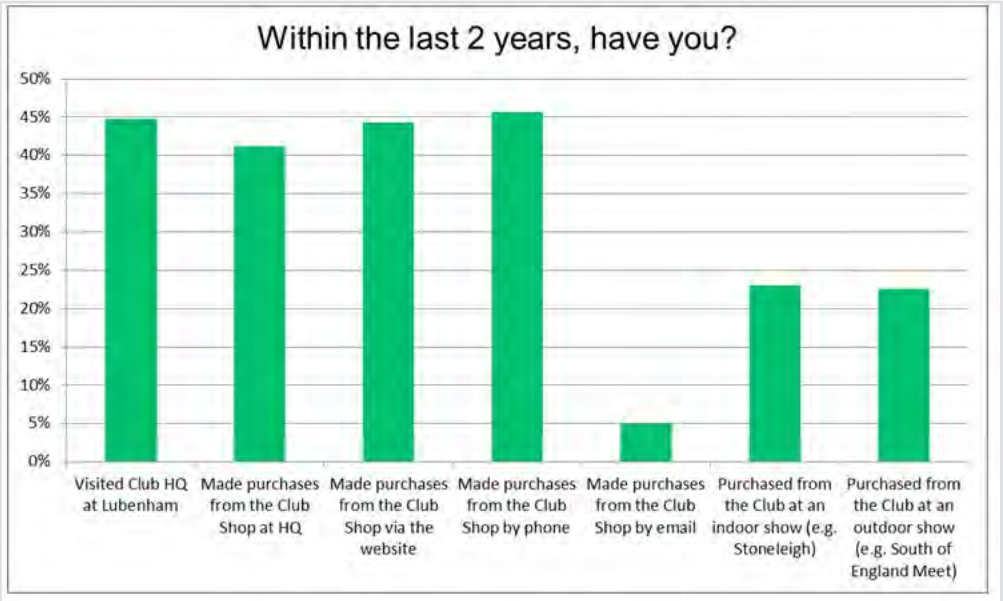
Question 4

How often do you attend your local area meetings?

There is a small positive shift in the participation ratio 45/55 (40/60). '**Almost all the time**' at **31%** (27.5%) when added to '**Frequently**' **9%** (9.2%) gives an increased overall 'positive response' rate of 40% when compared to 2016, in brackets. The biggest single response group remains '**Not at All**' (**36%**), which is exactly the same as 2016. The '**Sometimes**' group

10% (8.1%) has increased slightly, whilst **'Once in a while' 14%** (19.2%) shows an improving trend towards more active participation.

TSSC Facebook is clearly the leading Social Media channel used by members. There are



Question 5

Within the last two years, have you?

The overall response rate was similar to 2016 at **76%** (75%) however, the detail of the responses show tangible improvements. Members that have visited Lubenham increased to **45%** (34%) with purchases made at events largely unchanged when combined **46%** (47%). The most noticeable increases are in member engagement for purchases, at HQ **41%** (31%), via the website **44%** (43%) and by Phone **46%** (41%), perhaps indicating that the revised shop structure is proving beneficial. Email has declined as a small proportion of engagement with the Club Shop **5%** (9%).

Question 6

If you have bought from the Club, what did you buy?

This question was reworded from 2016 to try to gain a better understanding of what members wanted from the Club Shop. However, with the reduced response rate, a better route to this data may be through a more detailed analysis of trading figures taken directly from the shop system.

Indications are that Service Parts are the biggest seller (by volume), Books, DVDs and Regalia appear popular, but this may be as a result of items being in clearance and/or specific event based items.

Question 7

Do you participate in Triumph related Social Media?

many Triumph related groups, covering specific models, geographies and sales/wanted, several 'owned' by TSSC members. The main TSSC Facebook page has active participation by non-members, meaning that in effect, we have created a platform that allows people to participate in the Club, without being a member of the Club.

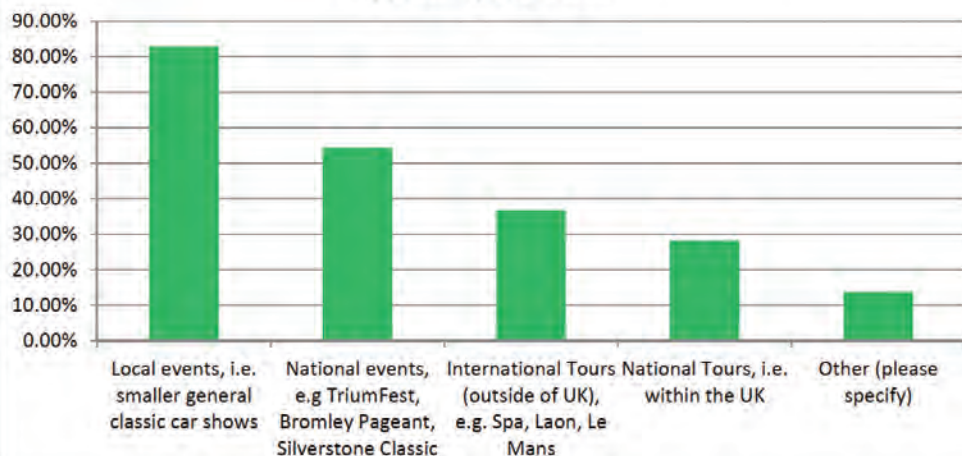
The Forum retains a strong following and needs to be supported and promoted as a key communication channel as is done by many other car clubs.

Question 8

What kind of events do you, or would like to, participate in?

The overall profile of responses remains the same as 2016. There appears to be a slight increase in interest in local

What kind of events do you, or would like to, participate in?



events, however, the more significant uplift is in interest in International and National Tours.

Local events (81.7%) **82.9%**

National events (55.8%) **54.3%**

International Tours - outside of UK (31.1%) **36.8%**

National Tours - within the UK (23.5%) **28.3%**

Other (please specify) (12.6%) **13.8%**

Figures in brackets from 2016

Question 9

What would you like the TSSC to offer to our membership (that's not currently available)?

AND

Question 10

Please provide your membership number and share any other comments or feedback you would like to provide on the Club and your interactions with us.

Question 9 & 10 elicited very similar responses; in hindsight the two questions could be combined.

There are a small number of key themes that stand out within the combined set of responses;

- TSSC Online Forum as a positive
- Website(s) needing attention
- Positive endorsement of HQ staff.
- Electronic copies/distribution of the Courier

However in many cases what is being requested is already available, perhaps indicating that members are unaware of the full range of products, services and events the Club provides.

The detailed responses given have been collated for the Council of Management to review.

There was a wealth of suggestions and opinions given. The Council members appreciate the time given by all the members who provided feedback.

In summary, the 2017 TSSC Demographic Survey has, once again, provided excellent content that CoM can use to influence the Club moving forward.

Dave Beardsley

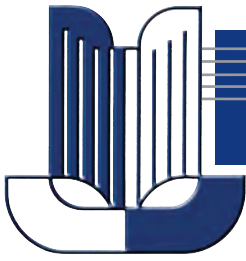
For and behalf of TSSC Council of Management

THE COURIER

No. 454 APRIL 2018



Ticket to Ride? - see over



TRIUMPH SPORTS SIX CLUB

AREA SHOWTIME

e-mail: courier@tssc.org.uk

Cliffhanger Photo Shoot

by Darren Groves - North Devon

Those of you with good memories will remember that the North Devon area had a very successful event at the Lynton & Lynmouth Cliff Railway back in September last year, so when a call for help came in from Rob Shaddick (TSSC Member & Director of the Railway) that cars were needed for a photo shoot, several Devon members were happy to assist. Just for those that don't know, the Lynton & Lynmouth Cliff Railway is the steepest fully water powered railway in the world and has been operating since the late 19th century.

The reason for the photo shoot started when **Rob & Ashley Clarke** (Manager of the Cliff Railway) (Pic 1) wanted to recreate a photo from 1905 (Pic 2) [courtesy of Lynton & Lynmouth Cliff Railway], showing the then Chairman, Sir George Newnes, on the Railway with his car.

Trying to identify the car was proving quite tricky, so they made contact with Practical Classics magazine for help. Intrigued by the idea, they suggested coming down in one of their classics to do a feature on the Railway and maybe even take a few cars up & down whilst the carriages were off for winter maintenance.



Apart from publicity stunt in the 60's where an E-Type was taken up the railway, the last time the railway was used in this way was after the devastating flood disaster of 1952, where stranded cars were taken up back up to Lynton.

The Local Press were alerted to

what was going on, so apart from James Walshe & Sam Glover from Practical Classics, BBC Spotlight, Devon Live and a couple of local newspapers were also there to cover the story. With the event being advertised locally as well, a number of people were now at the



Pic.2.

Lynmouth Station to see what was going on.

Representing TSSC Devon area were myself in my Herald 13/60, Robert Hodgson in his Herald 1200, Nigel Kenneison in his Spitfire 1500 and Rob of course in his 2L MK1 Vitesse. Other cars there were an MGB & Midget, Morris Minor, Ashley's Land Rover and a Citroen DS which the Practical Classic guys had driven all the way down from Peterborough.

Ashley tried to get his Land Rover on but it was just too wide, so Rob's Vitesse was the first car to go up and was the main attraction during the filming by BBC Spotlight & Devon

Live, with both Rob & Ashley giving some very professionally delivered interviews. After the

local press had done the filming and interviews, it was then an opportunity for those attending to experience being strapped to a platform in their pride and joy and taken up along 900ft of track, which rises over 500 feet vertically at an incline of 1:1.75, it's quite an experience, trust me!

As Rob's Vitesse fitted OK, we knew that Robert's & my Herald's would be fine (Pics 3, 4 & 5), as were there 2 MG's and the Morris Minor. When Nigel was offered the opportunity to take his Spitfire up he started to look a bit pale, said he didn't want to reverse the car onto the platform and his stomach wasn't up for it. That was a real shame as he missed out on a very unique opportunity. Unfortunately for the PC team the Citroen DS (Pic 6) was just too wide to fit on the platform, so it was strategically placed to look like it had been on there and some photos were taken.

By lunchtime all the owners and cars that could or wanted to go on the railway had been up and down. After a bite to



Pic.3.



eat we met up again and headed off to the very picturesque Valley of the Rocks (Pic 7 & 8), where the PC team took a series of photos of all the cars in convoy. We had to wait a little while to get started as the Morris Minor with its tired asthmatic 948cc engine had to make a few attempts to get up the steep hill out of Lynmouth to Lynton. After one circuit of the area, the sun finally came out and another batch photos were taken.

All in all it was a very enjoyable day and was great to see such interest in what is a lovely location, with an incredible piece of engineering in the railway and of course in our cars. Remember to look out for the feature in Practical Classics.

For those that want to know, the car in the old photo was a 1903, 24HP George Richard Limousine.....

The TSSC North Devon area will be returning to the Cliff

Pic.4.



Pic.5.

For more information on the
**Lynton & Lynmouth Cliff
Railway** please go to:
www.cliffrailwaylynton.co.uk/



Pic.6.



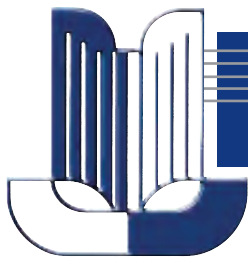
Pic.8.

**“ taken up along
900ft of track,
which rises over
500 feet vertically
at an incline of
1:1.75, it’s quite
an experience,
trust me!”**

Railway on **Sunday 20th May.** excellent **Lyn Valley Classic** on
Then 3 weeks after that is the **10th June.**



Pic.7.



TSSC OFFICERS

Triumph Sports Six Club

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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HERALD 1360

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SPITFIRE Mk IV/ 1500

Steve Payne. 47 Tiverton Drive, Horeston Grange. Nuneaton Warks. CV11 6YJ.
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