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INTER-CLUB

TRIUMPH WEEKEND



STRATFORD - UPON - AVON
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14th to 16th August 2020

www.triumphweekend.com

THE COURIER NUMBER 478 APRIL 2020 TRIUMPH SPORTS SIX CLUB

THE

COURIER

No. 478 APRIL 2020



17+



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DYNO EDITION™

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THE April 2020 COURIER

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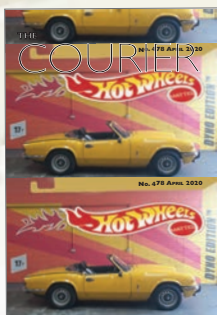
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**FULL SCALE MODEL
ANNOUNCED?**
PICTURE BY STEVE PAYNE

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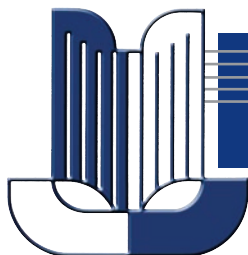
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THE GET OUT

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TSSC HQ Services

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

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

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Worldwide Membership & Renewal **£51.00**
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Members joining/renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to the 13th of the month prior to their membership expiring

TSSC MEMBERSHIP ENQUIRIES

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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
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CLUB SHOP

TSSC HQ Team, Sunderland Court
Main Street, Lubenham, Leics. LE16 9TF
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Shop Online: www.tssc.org.uk
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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

2020 meetings:

19th April

AGM - Postponed

14th June, 20th Sept, 29th Nov

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

**Chris Gunby, 20 Audit Hall Road,
Empingham, Rutland. LE15 8PH.
Tel. 07843 435190**

or email: chairman@tssc.org.uk

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

Changing Times

Hi to all you new and existing members. I am now having to re-write my Comment due to world wide changes re the coronavirus.

It was hopefully going to be the start of another new and exciting year of events for the TSSC both locally and nationally. This will now need to wait a while. **See page 6.** First off the **TSSC AGM on 19th April has been Postponed.**

I recently met a lot of new and existing members at Stoneleigh, which was a very busy show and successful for the Club Shop.

Due to the recent circumstances it has become necessary to **Close the Club Shop and Museum to Visitors**, until further notice.

Keep an eye on all media forms for a re-opening to visitors date.

At present Shop items can be ordered via mail order (TSSC, Sunderland Court, Main Street, Lubenham, Market Harborough, LE16 9TF. Club Shop E-Mail: clubshop@tssc.org.uk Telephone 01858 434424.

For Club business/Valuations etc. E-mail info@tssc.org.uk Tel. 01858 434424.

This Years 2020 Club Shop Catalogue should be enclosed with your April Magazine (if it isn't please contact us and we will send you a copy) so why not give that a peruse for all the New and existing Servicing products. Then if you are stuck at home, maybe you can use your time on your Triumph/s?

Enclosed this month was going to be the AGM Flyer and accounts, which will now be sent out at a future date once a new date for the postponed AGM is confirmed. We have made a small loss in 2019 which hopefully we can recoup this year. We are consistently looking at ways to save money and improve systems without members losing value for money for their membership.

Just to finish off by saying hopefully it won't be long before we are out and about in our Triumphs. Stay safe.

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



BY TRACEY HAWES

TSSC COUNCIL OF MANAGEMENT



EVENTS CALENDAR

e-mail trudi@tssc.org.uk

TRIUMPH
SPORTS SIX
CLUB

TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

**Before Booking any of these Events
it may be wise to check **CURRENT**
Event Status with the
Event Organisers**

May 2020

MAY 2020 TSSC WESSEX AREA
NEW FOREST ALL TRIUMPH RUN
CANCELLED

MAY 2020 TSSC THAMES AREA
SOUTH OF ENGLAND MEET
LEATHERHEAD LEISURE CENTRE
CANCELLED

THURS/FRI/SAT/SUN 7/8/9/10 MAY 2020
ISLE OF WIGHT CAMPING WEEKEND
APPULDURCOMBE CAMPSITE
CHECK - CONTACT TRACEY. 07754 751672
OR ELAINE. 07842. 249591

June 2020

YORKSHIRE DALES RUN
HIGH LANING CAMPSITE
POSTPONED

THURS/FRI/SAT/SUN 18/19/20/21 JUNE 2020
DERWENT VALLEY'S PEAK RUN
SUPER HEROS & MEGA VILLAINS
CHECK - CONTACT COLIN. 01773 531580

July 2020

FRI/SAT/SUN JULY 2020
TSSC TRIP TO LE MANS CLASSIC 2020
BOOKING FORM [Club Document Downloads](#)
[HTTPS://WWW.TSSC.ORG.UK/TSSC/ABOUT.ASP](https://www.tssc.org.uk/tssc/about.asp)

Check for Current Details

Tel 01858 434424

FRI/SAT/SUN 17/18/19 JULY 2020

NORTHANTS CAMPING WEEKEND

HAWAIIAN THEME. TOP END FARM MK44 2BV
CHECK - CONTACT: nigeljohnhawes@gmail.com

August 2020

FRI SAT SUN 14 15 16 AUGUST 2019
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FRI/SAT/SUN 7/8/9 AUGUST 2020

35TH SUNSHINE RALLY

CONTACT DAVE 07770 650802
davesmith.triumph@hotmail.co.uk

CLASSIC CAR SHOWS (CLUB INVITED)

**Before Booking any of these Events
it may be wise to check **CURRENT**
Event Status with the Event Organisers**

April 2020

SUN 26 APRIL
NATIONAL DRIVE IT DAY - CHECK

May/June 2020

SUN MAY 17
**ANNUAL TRIUMPH PICNIC
& HOG ROAST**

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FRI/SAT SUN MAY 30/31 & 1 JUNE
LAON HISTORIC - CHECK
www.sceniccartours.com/tssc-laon

July 2020

SILVERSTONE CLASSIC 2020
FOR DETAILS - CHECK
www.silverstoneclassic.com



NEWS REVIEW

Monthly News of a Triumph Nature

TSSC HQ & Areas Coronavirus

We have **CLOSED HQ Club Shop and Museum TO VISITORS** Until Further Notice to comply with the Government advice on social distancing etc.

ALL Normal Services are available by phone or e-mail and the Club Shop is now Mail order only. HQ Staff are **ALL** able to Self Isolate at present.

Please Stay Safe and thank you for your understanding at this uncertain time.

At present Shop items can be ordered via mail order only through the **Shop Website** or over the phone (Club Shop

E-Mail: clubshop@tssc.org.uk
Telephone 01858 434424.

TSSC VALUATIONS will be available by Post & e-mail only. Please send your email Valuations to Bernard on: courier@tssc.org.uk

For Club Membership and Renewals Please E-mail: info@tssc.org.uk Tel. 01858 434424.

TSSC LOCAL AREA MEETINGS / Events

The Council of Management has requested that Areas Postpone their Meetings till a suitable later date in an effort to keep everyone safe. **Please contact your AO for details.**

Also you need to check with the organisers whether an **Event** is still going on or not.



*Free Delivery
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We hope you have had the opportunity to visit our new website. Unfortunately due to unforeseen issues and ongoing maintenance to improve functionality, the website experience has not met our usual high standards

We would like to apologise and as a thank you for your patience and loyalty we are offering free delivery on all UK orders (Retail Only) placed during April.

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P & P 5Kg

Can We Fix it? Yes We Can!

As I type this I am under one week away from moving house so most of my time recently has been spent dealing with solicitors, mortgage advisors, estate agents, surveyors etc. along with packing up the contents of our current house trying to stop Zoe from bursting with excitement, so a rather rushed article this month I'm afraid..

I'm not complaining, I can't wait to get out of the little Lego house we've been in for 18 months and into something a bit more suitable. Importantly the new house has space to house both the Herald and Spitfire and still have a spare garage as a compact workshop. The Herald has been living outside in all weathers and is starting to look a little rough round the edges now, the Spitfire (still unfinished) has been in a Poly Tunnel where I work, so not ideal conditions, so I'm really looking forward to getting that home and in the dry so I can push on with the final stage of the rebuild.

This move also takes me back over the border into Devon, as I'm a joint Area Organiser for North Devon it did feel a little strange living in Cornwall and travelling to the monthly club nights, so this move will sort that anomaly.

After a lot of rain down here in the South West recently, my article this month is a result of

driving my Herald through a rather large puddle which I didn't see until a bit late, so a lot of water ended up in the engine bay. The end result was a battery light that kept coming on and some erratic charging, so would seem the Alternator didn't take too kindly to the heavy dowsing. In an attempt to save a quid or two



Pic.1.

I chose not to replace the Alternator, but instead buy a repair kit. So for those as tight as me, here is a step by step guide.

Whilst 13/60's were originally fitted with a Dynamo and Control Box, many owners have now swapped to alternators as they are generally accepted as a more reliable and robust alternative, especially if you have added some extra electrical goodies. If you still haven't done this to your car, but are considering doing so, you can read how by finding your December Courier and reading my article. Don't worry, I'm not going to repeat that article, this time I'll talk you through what to do if you want try and fix an erratic or non-charging unit.

There are a selection of kits available, but the one I'll be using in

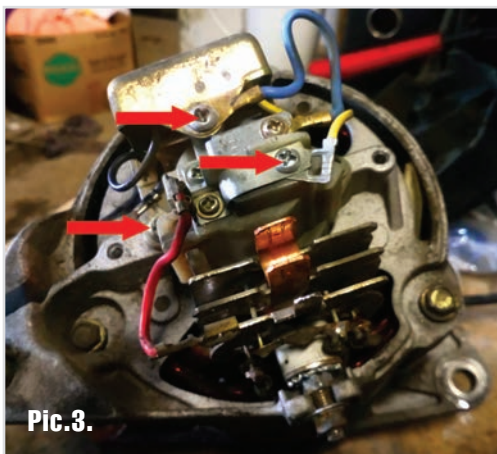
" I chose not to replace the Alternator, but instead buy a repair kit."

this article contacts a Voltage Regulator, Rectifier, Brushes and a Slip Ring (Pic 1). If you want to go one step further, then kits are available that also contain bearings, but the unit I was working on still spun smoothly, so no need to disturb them.

You don't need many tools to do this job, a crosshead screwdriver, a couple of flat screwdrivers, a 3/8" Spanner or socket, a soldering iron and solder.



Firstly you need to remove the plastic cover from the back of the unit, this is held on by two crosshead screws (Pic 2).



Then undo the screws on the three wires from the regulator (Pic 3), this can now be lifted away.

Now remove the wire that links one of the brushes to the Rectifier (Pic 4).

To remove the Rectifier you need to get your soldering iron up to temperature, carefully melt the solder on the three wires indicated (Pic 5), as you



do this pull the wire away so it separates, once free let the solder cool again and the wires should now be loose. This just leaves a 3/8"



nut (Pic 5) to be loosened and the Rectifier can be lifted away.

Undo the one remaining screw holding on the brush box and lift away, this should expose the Slip Ring.

Look closely at the side of the Slip Ring and you will see two wires soldered 180° apart, there is a small cut-out in the body of the alternator to allow better access (Pic 6), with your soldering iron melt the solder and separate both wires. With two flat screwdrivers the Slip Ring can be gently prised off (Pic 7).

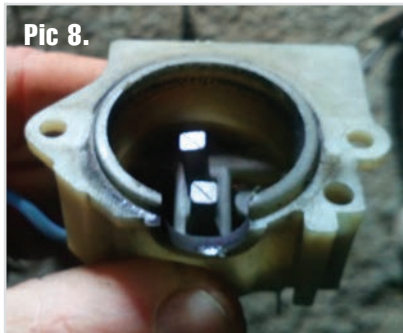
Just like every Haynes manual states, re-assembly is the reverse of the above procedure....but I'll expand a little.



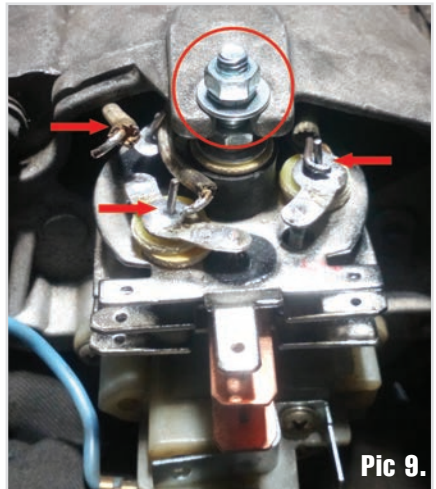
The slip ring can be gently tapped back on, I used the wooden end of a club hammer, but anything similar will do the trick. Before doing this I 'tinned' the 2 areas that the wires are to be soldered to, when fitting the slip ring align the tinned areas with the wires and solder both.



Now remove the old brushes from the brush box by undoing the remaining screws, pop the new ones in (Pic 8) taking note to fit them the correct way, as one has a connection for the link wire back to the rectifier. The brush box can now be refitted.

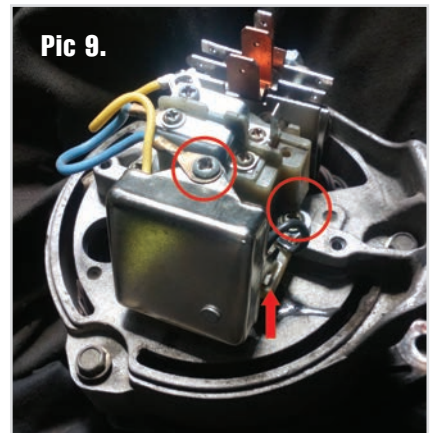


Now it's time to refit the rectifier, as you slide this back into position make sure the 3 wires you need to solder are correctly in position, once in place tighten the nut with your 3/8" socket or spanner. The wires that need to be soldered are quite thick; the rectifier will have three equally stiff prongs. Loop the wires around the prongs and bend these over, these will hold the wires



nicely in place whilst you solder them (Pic 9). Reconnect the red wire as previously shown in Pic 4.

Now get your regulator, this has two small feet that drop into slots in the brush box, and is secured by a single screw, the blue wire from the closest brush also mounts here. The regulator has two wires, the black one goes to earth by attaching to one of the brush box mounting screws, the



yellow wire fits under the furthest brush away mounting screw (Pic 10).

All that's left to do now is reattached the plastic cover and refit to your car!

Hope you found the above useful.
See you next month.

Darren

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Herald

948/1200/1250

COLIN LINDSAY herald@tssc.org.uk

Up-to-standard Triumph?

As it's April, let's start with the odd little prank.

I saw an on-line advert for an assortment of Classic Car brake pipe ends, all imperial measurement, and at the princely sum of £1 plus postage they had to be worth a punt. Well, the seller wasn't lying. They were brake pipe ends (pic 1). Just not the screw-in version I was expecting. I should have known when the advert stated: 'photo to follow.' I'm going to mount them all on a mahogany plinth as examples of various kinds of flare.

Or as an example of one kind of fool. It's a laugh, but not when it's done by supposedly reputable suppliers.

There used to be a great cartoonist in our local paper 'The Belfast Telegraph' called Rowel Friers and he had the knack of taking everyday phrases and making them ridiculous - I suppose it's the mark of a good comedian. I remember he had an entire series of cartoons on the Ulster phrase: 'Sure, it'll do' meaning that we'll find some way of adapting anything that's not quite right rather than make a fuss about it. I suppose it's a nice way to be; a 'make do and mend' sort of mentality: smile wryly and get the job done with the tools to hand rather than throwing a tantrum. I've done it many times myself, but sometimes have to draw the line when it comes to safety. There

Pic 1.



are some things you just can't mess around with.

Brakes are one thing. Your life depends on that pedal and the fluid it operates, so why do some companies insist on making brake hoses for Triumphs with a completely incorrect size of copper sealing washer? This one I bought recently had imperial threads for the Herald brake cylinders, but came with a metric washer which was far too large (pic 2). On this occasion I did

complain, so they sent me the next size down. It was too small. Why? Because they no longer manufacture imperial washers, so

"It's a laugh, but not when it's done by supposedly reputable suppliers."



Pic 2.

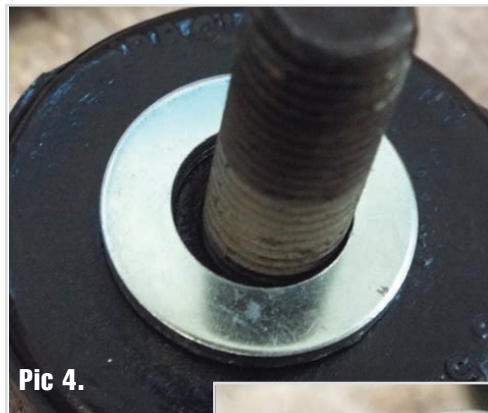
will supply the nearest metric equivalent, which is either too small, or dangerously large. I don't want to be messing about with approximately-sized parts when it's my car and my life that's at stake. Yes, it will do, but it's not perfect.

I had the same problem with rear suspension bolts. The catalogue tells me the correct size, marked with an asterisk. "This part has been superseded. Use*****" I thought super seeded was something to do with artisan bread. In any case like a good little customer I



Pic 3.

because, as before, they no longer supply Imperial parts - only the nearest metric equivalent. Even the supplied washers



Pic 4.

too small (pic 5). In both cases I called in at my local hardware shop and bought the proper items straight off the shelf, but of course at extra expense.

I can understand that in some cases



Pic 5.

ordered the superseded part, and it fitted - with millimetres to spare (pic 3). This is a suspension component; when you think of it, this part has to move in the housing before the action is transmitted to the wheels,

or vice-versa. 'Where there's wobble, there's wear' as the saying goes. Why does this happen? Simply be-

cause, as before, they no longer supply Imperial parts - only the nearest metric equivalent. Even the supplied washers didn't fit when I tried to reuse the original bolts,

once I had cleaned the threads (pic 4). One too large, the next that they sent me as replacements,

the parts are genuinely not available any more, and would cost way out of proportion to have them remade. In others... well, I don't know if it's laziness, or convenience, that dictates. I needed setscrews for the timing cover recently: pan head slotted set screws, 5/16. Yes, the supplier had them. What arrived? Metric Philip's head screws. I phoned to enquire and was told that these are all that are currently available, yet a quick internet search resulted in at least one supplier of the



Pic 6.

original item. (pic 6) Same thing with the suspension bolts: I sourced half a dozen Imperial units myself and used those.

If I can buy them, and the proper size of copper washer, and the proper dimension of steel washer - why can a dedicated supplier not do the same?

My mantra is simple - if you can't supply a part, then don't. Don't put the onus on the home restorer to make do. And above all - DON'T risk their lives or their safety by supplying something that you reckon will do, because you've worked on these cars for thirty years and know all of the tricks to make re-

placement parts work. If you can't afford to stock two different sizes, then don't, but don't advertise that you have both, and then send the closest equivalent in the hope that it will do. Remember that for many enthusiasts, you're their first and maybe only port of call, and if the correct part is still available, somewhere, we just might not mind paying you a little extra to source it from someone else.

Quality control is another issue. We Brits just hate to complain. It's not our way. Stiff upper lip and all that. There are, of course, plenty of people who will take advantage of this, safe in the knowledge that



Pic.7.

we'll say nothing. This light bulb I bought recently is a prime example (pic 7). I've no idea how it got through quality control other than in a box marked 'for seeing round corners' but it's unfit for purpose. Did I complain? Of course not. I just dug another one out of the store and used that. My TR7 front wheel bearing fell apart when trial-fitted; the force of removing the untightened hub by hand after a trial fit demolished it. Think of how that would have performed on the road.

No, I didn't complain. I just never used that supplier again, but this means the same sub-standard wheel bearings are still being sold to unsuspecting customers and it's partly my fault.

Some suppliers genuinely do not realise there's a mistake, and are glad to be informed. When I asked a wiring-loom manufacturer why the brown and blue wire to my Herald's passenger-door courtesy light was four feet long when it should be less than two, I was told that no-one had ever told them before. The company who made my brake lines back in the day before I learned to make my own saved nearly three feet of copper when I told them that one pipe was miles too long. Once again, no-one had ever

told them. There must be Heralds on the road with a two-foot loop of copper under the car. If not, then the previous customers must have trimmed the brake pipe themselves, and then said nothing.

Complaining is not a matter of ranting and raving, or confrontation. A cheery, polite word to whoever is on the end of the phone often works wonders. The meek will inherit the Earth, no doubt, but they can also get a lot of freebies too by being slightly more assertive.

Of course, you do get what you pay for, and cost cutting often leads to disappointment. When I needed four universal joints recently, I opted for heavy-duty Landrover versions, and bought four - not for the hefty price of £30 - £40 each that some were selling for, but for £23 the lot. The first one came apart as I was fitting it, and distorted badly when I tried to reassemble it - the seal was made of see-



Pic.8.

through rubber held in by a cheap tin collar (pic 8). The other three are now gathering dust on the shelf - guess who didn't ask for a return? - and the Herald has four proper GKN versions that cost me severely but fitted first time, and look to last. I just wish they'd supply a blanking plug for the grease nipple...

I remember a quote from an astronaut on the launchpad being asked how he felt, and replying: "How do you think I feel, sitting on top of the end result of a thousand low bidders?"

Next time I'm negotiating a corner, I'll be grateful to those who bothered to source or stock the proper part for my car. As for the others.. well, they just drive me round the bend... but sure, it'll do.

Colin

Oh, and by the way, I didn't really buy those brake pipe ends... but it is April, after all...



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BOND EQUIPE

GUY SINGLETON bond@tssc.org.uk

Cones & Competition

April – the fool’s month, and sorry, unless some magic happens, no April Fool here.

What is nice is the days extending and warming up, I am now beginning to feel like getting on with jobs and have made some progress putting my 2 litre back together. I finally have the replacement dashboard in place, now working my way through the electrics. When it is warmer I can try putting the windscreen in and hood on.

My efforts on the car have been somewhat hampered by small distractions like having to replace the chassis on the caravan I bought just after Christmas – they say don’t look at things in the dark – the chassis was solid and I mean solid – it had no suspension – so maybe a Christmas rather than an April Fool !!

I mentioned in last month’s article that I hoped to be able to follow up on replacing the interior bonnet supports, **Richard Weller** has now had his car done and the firm he used also made up the section which goes over the bonnet cone in stainless steel. You can see from the photographs that there was not much of the original mounting plate left. His car now has to go in for the outside to be repaired – by the same man who re-sprayed it 25 years ago.

If anyone is interested, I understand that the person who



made the cone fitting sections would be prepared to make some more so if you need some please let me know.



I've recently heard from **Jeroen Noordman** in the Netherlands

"With the addition of 2 more Heralds (a 1200 convertible and a 948 Coupe) and some



other cars, it is time to let something go. I have the Bond Equipe GT2+2 up and running, now on Dutch plates, and with Dutch MOT so fully road legal. There is a new bonnet on it now, completely painted bonnet but slightly lighter than rest of body (does not bother me, but fair to mention).

Do you know someone who might be interested? I

want € 6500 for it, including all parts to convert to LHD. It is still RHD now."

If you are interested please let me know and I can put you in touch with Jeroen.

And a quick note harking back to the Bond Equipe which took part in the Monte Carlo Rally as I covered last month. Once aspect I hadn't fully appreciated was that the OBV Racing Team won the



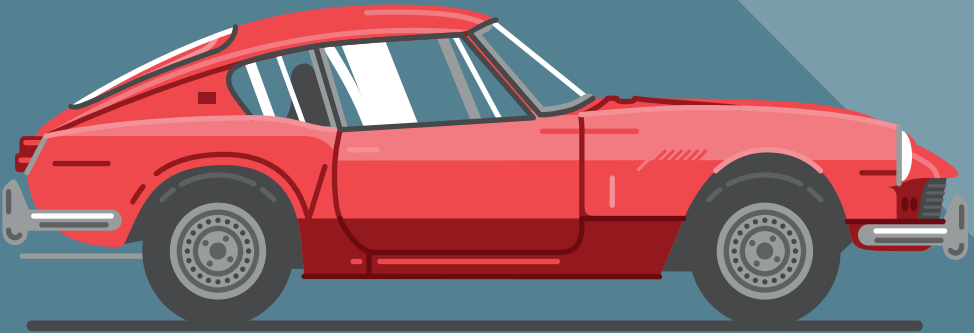
Automobile Club Monaco Historic Board Cup for their choice of the most historic finishing car –and it was won by the Bond Equipe. (Bob Buckby of the Bond Owners Club flagged this up in his Article)

Coronavirus permitting I look forward to seeing lots of Equipes and perhaps the odd Minicar together with lots of Triumphs at **The South of England Meeting (SEM) on Sunday 3rd May**. Last year the best Bond Trophy was won by **John Kempshall** with his lovely 4s – my 2+2 being the runner up.

Guy



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Spitfire History

Last year Colin Wake told me that a new member at one of their Suffolk Area meets had sent him some information about his car.

On checking that it was ok to send it to me for use in an article he put me in touch with Clive Wakeman and the following are his words and photos.

Brief history of Triumph Spitfire 4 - LVG 760B

"This is an original condition unrestored car that has been maintained to keep it in its original condition.

The car is a 1964 Spitfire4 with a factory fitted overdrive unit, the original factory fitted hard-top and still the original (hardly used) soft top. The seats are virtually unused originals as the original owner fitted bucket seats and stored the originals which have now been re-fitted. The car was under sealed from new and has been garage stored since new so there is no sign of under floor corrosion. The paintwork is mainly original although we believe the rear wings have been re-sprayed.

The original owner purchased the car in October 1964 clearly with the intention of upgrading the dash layout as can be confirmed by correspondence with Standard Triumph whilst the car was still on order. All of the additional dashboard instrumentation is of the period, a lot of which I have copies of the original brochures and receipts.



The car was originally registered as AKP 294B and then spent 13 years in Spain registered with Spanish plates V.9450.CM and then returned to UK and given cherished plates of 100KGA. The original owner retained the car for 40 years until he passed away, his wife then retained the car (unused) for a further 10 years before putting it up for sale when I purchased the car in September 2014.



The cherished plates were retained by the seller however DVLA were unable to re-issue the original registration of AKP 294B and issued period plates LVG 760B.

Dashboard modifications include the following period instrumentation:

This shows the original seats that are now fitted after being stored for the first 50 years of

"As can be seen from the above information this car cannot be described as "concours" in its true sense "



the cars life. The car was purchased new with the option of fitted carpets all of which are original although I have now had to replace the original rubber footwell mats as they had had become too perished to be safely used.

I believe that the current recorded mileage of 33134

with all the information I have with this car is a genuine figure.

As can be seen from the above information this car cannot be

**Smiths - vacuum gauge, battery condition indicator, oil temperature gauge, oil pressure gauge and clock
Lucas - ammeter
Dipstix oil level check
Oil Safe alert
Icelert - low outside temperature warning
Permic - wiper variable delay unit
Trico electric windscreen washer
Lucas hazard warning flasher
Speedminder unit**

This photo shows the upgraded dash layout which was fitted in the 1960's, also can be seen is the Britax electric window controls that are fitted to both windows.

Additional period features:

**Powerstop brake servo
Lucas alternator
Kerry automatic radiator shutter
Britax electric window controls
Avanti steering wheel
Selmar car alarm**



described as "concours" in its true sense as it has been significantly altered from standard. However as I have all the documentation that confirms that these modifications were carried out in the 1960's it is my intention to maintain the car in this format as a unique example of what it could be achieved at that time."

It's certainly a unique car, and worthy of conserving as a spotlight on the 1960s automobile accessories industry."

Clive was also lucky enough to get a lot of original documentation with the car, including brochures and also letters from Standard Triumph regarding some of the early modifications the



Chris James:

"With your love of things weird . . .

I was on holiday in Spain and this item was on a shelf in the hotel. It's clearly an ancient Mayan

original owner, Mr K Anderson, had ordered for his car.

I may return to some of these in a future article.

A reminder that, if any of you are struggling with the Guardian Crossword mentioned last month, and haven't been able to pick the answers up online, I do have them here. Also, an enquiry from **Dave Harding** who sent me the link, asking if anyone in the club is aware of the current whereabouts of a car he once owed, a **Spitfire Mk IV, VCM 331M**, which, according to the DVLA, is currently taxed so is hopefully still in use. If so, please let me know and I'll put you in touch with Dave.

And finally, an interesting email from



or Aztec distributor cap but I didn't have time to see if it had a 'Stanpart' number."

Suzie



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POLICYHOLDER'S DETAILS
Title (Mr/Mrs etc.) and first name(s) ...
Date of Birth ...
Address (Including Post Code) ...
Daytime Tel. No. ...
Fax No. ...
E-mail ...
Evening Tel. No. ...

VEHICLE DETAILS
Model ... Reg Number ... Body Type ... Engine Size ... Year of Manufacture ...
Recorded Mileage at date of submission ... Date of purchase ... Purchase Price ...

CONDITIONS - CONCOURS, A1+, A1, A2, A3 (must be completed)
Body ... Paintwork ... Chrome fittings ... Chassis / Underbody ... Interior ... Engine ... Transmission ... Electrical equipment ... Estimated value of Vehicle ...

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

A1+ TOP CLASS: The vehicle must be in excellent condition with little effort to be considered to be Concours.

A2 AVERAGE: The vehicle should be in good working order, capable of regular use and satisfying an MOT test requirement. The bodywork/ chassis must be free of extensive rust and/or damage.

A3 SERVICEABLE: The vehicle must be in a reasonably good condition and be capable of satisfying an MOT test requirement.

NOTE: This certificate will NOT be TSSC Backed unless insurance is with a TSSC Panel Member. Provided the details and member's valuation are in order, a file will be opened. If the Club Car has been over or under valued by the member, a more realistic value will be set and you will be advised accordingly. In the event of a dispute, the Club value may request more information or a personal inspection.

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Or the latest best seller hardback from the bookshop? OR it could guarantee that should the worst happen to your Triumph pride and joy, you will have the peace of mind knowing that you have got a TSSC Agreed Value policy with one of the TSSC Insurance panel. "Oh, I already have one of those" you say! Are you sure? because if the insurance company has sent you a form and told you that you can **"Value your car Yourself"**,

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

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

You can of course supply a TSSC Valuation Form (**Valid for 2 Years**) and photographs by **Post or Email** and we can value your pride and joy that way.

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

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

one from HQ on **01858 434424** email **info@tssc.org.uk** or Download and

Print one from the Bottom of the TSSC Website Club page.

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

TSSC INSURANCE - CAR VALUES

MODEL	BODY	PROD	CC/Cyls	Concours	A1+	A1	A2	Project
Herald 948 & S	saloon	1959-61	948/4	8000	6000	3800	2500	1200
	fhc & dhc	1959-61	948/4	10000	7000	5000	3000	1800
Herald 1200/1250	saloon	1961-70	1147/4	9000	6000	4500	3200	1000
	fhc & dhc	1961-67	1147/4	14500	9500	6000	3800	1300
	van & est	1961-67	1147/4	12000	7000	5000	2500	1300
Herald 13/60	saloon	1967-71	1296/4	8500	5500	4500	2200	1000
	dhc & est	1967-71	1296/4	14000	7500	5000	3500	1400
Spitfire 4	sports	1962-64	1147/4	22000	18000	14000	8000	4000
Spitfire II	sports	1965-67	1147/4	19000	16000	12000	7000	4000
Spitfire III	sports	1967-70	1296/4	18000	15000	10000	4800	2500
Spitfire IV	sports	1970-74	1296/4	12000	7800	4500	2100	1300
Spitfire 1500	sports	1974-81	1493/4	14000	9000	6000	3300	1300
GT6 MK1	fhc	1966-68	1998/6	24000	20000	15000	7500	4000
GT6 Mk II	fhc	1968-70	1998/6	23000	18500	13000	7500	4500
GT6 mkIII	fhc	1970-73	1998/6	20000	17000	12000	6000	3000
GT6 Convertible Early (RT)	dhc	1966-70	1998/6	20000	18000	15000	8000	4000
GT6 Convertible Later (ST)	dhc	1970-73	1998/6	18000	16000	12000	7000	4000
Vitesse 6	saloon	1962-66	1596/6	10000	7000	5800	3000	1500
	dhc	1962-66	1596/6	12000	9000	7500	4000	1800
Vitesse 2L	saloon	1966-71	1998/6	18000	12000	8500	4500	1300
Mk1 & Mk2	dhc	1966-71	1998/6	20000	14500	9000	5000	1500
Renown	saloon	1946-54	2088/4	12600	9100	7000	4200	1680
Roadster	dhc	1946-49	2088/4	25200	19600	16800	13300	7000
Mayflower	saloon	1950-53	1247/4	5600	3850	3080	1680	900
TR2	sports	1953-55	1991/4	35000	24500	15400	8400	5000
TR3 & 3A/B	sports	1955-61	1991/4	38500	28000	16800	9100	5500
TR4	sports	1961-65	2138/4	35000	24500	15400	8400	4000
TR4A IRS	sports	1965-67	2138/4	38500	28000	16800	9100	4500
TR5	sports	1967-69	2498/6	65000	45500	26000	13000	9000
TR6	sports	1969-75	2498/6	40000	30800	18000	10000	4000
TR7	fhc	1976-82	1998/4	8400	5250	3500	2100	840
TR8 (Factory/Grinnall)	dhc	1980-82	1998/4	10000	8400	5500	3150	1400
	dhc	1980-81	3528/8	15000	10000	8000	6000	3000
Stag	dhc	1970-77	2997/8	26000	19000	12000	8000	3500
2000/2500S 2.5PI	saloon	1963-77	1998/6	13000	6300	4900	2100	700
	sal/est	1968-77	2498/6	15000	7300	6000	2800	1260
1300 & 1500	saloon	1965-73	1296/4	5500	2450	1820	1190	500
Toledo & Dolomite	saloon	1970-81	1493/4	6300	4200	3200	1400	600
Dolomite Sprint	saloon	1973-81	1998/4	10000	8500	4500	3000	1800
Acclaim	saloon	1981-84	1335/4	4500	2500	2100	1050	500
Bond GT 2+2	fhc	1963-64	1147/4	9000	6500	4500	2500	900
Bond GT4S & 1300	fhc	1964-70	1147/1298/4	6000	4000	4500	2500	900
Bond Equipe 2L	fhc	1967-70	1998/6	8000	5600	3800	2500	900
	dhc	1968-70	1998/6	9000	6500	4500	2500	900

N.B. - Definitions (i.e. Concours, A1+, A1, A2, etc.) as per Valuation Form.

Please remember originality and rarity will always add to value

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

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

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

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

Above Values Revised as of 1/2/20

PRACTICAL CLASSICS APRIL ISSUE ON SALE NOW!



We reveal our twenty best classic buys for 2020 and meet the owner of a pristine Dolomite Sprint. Meanwhile, **Matt George** continues repairing the sill on his 2000 saloon, while **Nigel Clark** explains how to fit a 2.5-litre engine to your small chassis Triumph and also finds the time to crack on with his current Spitfire MkIII project.



**ALSO AVAILABLE
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Tuning a Triumph Spitfire

I received an article from John Harris with further advice on tuning, and although we have had several articles already on this, it contained so much detail I thought it really needed to be shared.

Tuning a Spitfire

Tools Required

Programmable stroboscopic light (Can see RPM and advance when timing off TDC)

Screw driver for adjusting throttle screws

Spanner for adjusting mixture

Spanner for locking nuts for the throttle linkages and choke linkages

Accurate air flow meter not a cheap one

Plug Spanner

Feeler gauge

Buy TWO Colour tune plugs –

Yes TWO (why two ? because you can fit them both to cylinders 3 and 4 and compare and equalise the colours in real time on each carb, quicker process and much more accurate)

Pre checks

Spark plug gaps accurate

Valve clearances accurate

Timing chain good

Check TDC on timing marks is actually TDC by checking piston on No 1 cylinder is at the top of the stroke, appropriate gauge would help. I have seen them out before, so timing marks are already wrong.

Check the water way through



Top Dead Centre Indicator

the jacket over the inlet manifold is clear so temperature is consistent, on high mileage cars this can be restricted / blocked (being clear will also provide a much better flow through the heater matrix)

Check any fuel filter is clear

Fill the carb damper with the correct oil

Check 'dizzy' cap and rotor arm, if in doubt replace

Check 'dizzy' leads, if in doubt replace with high quality leads

Fit a new capacitor (make sure it is of good quality, not a cheap Chinese import)

Ensure float gaps in the float chamber are accurate

Modifications

Remove wax stats

Fit plain butterflies

Fit a refurb kit to carburettor, including new needle jets to the float chamber

Refurbish/buy new distributor – new better, less wear and therefore less jitter and the vacuum advance is likely to work properly.

Better still, by a long way, fit a programmable dizzy – such as a 123. A dizzy with weights and springs can never optimise the spark timing throughout the rev range as well as a programmable dizzy, even if at the point of tuning you are prepared to alter

**" Programmable dizzy's
have transformed
car tuning - better
by a long way"**

Programmable dizzy



programmable strobe will do that. This is needed to optimise the charge and discharge of the capacitor and therefore maximise the spark.

Set the gap on the points to 16 thou to allow bedding in to the cam (15 thou is what is required). Best to run the car for say 10 miles and recheck the dwell angle.

Make sure the cam pad is oiled. If using dwell angle on a volt meter device then remove the spark plugs when cranking the engine over, it

weights and springs as would be done for racing in times gone past.

Fit a high voltage 35K plus, coil. (as a result enlarge the spark plug gap to say 35 thou, the higher voltage coil will ensure a good spark across the gap and the greater area of the spark will ignite the mixture much better).

Fit better air filters (such and K&N's, and change the carb needles accordingly and the carb springs).

Fit a moderately better flowing exhaust system.

Better air filters, needles and exhaust will give you access to 5 to 10% extra power.

Process

Do this step before you overhaul the carbs – then you will have a known accurate starting point.

If using points check the dwell angle accurately, a pro-

spins quicker and the meter is accurate as a result.

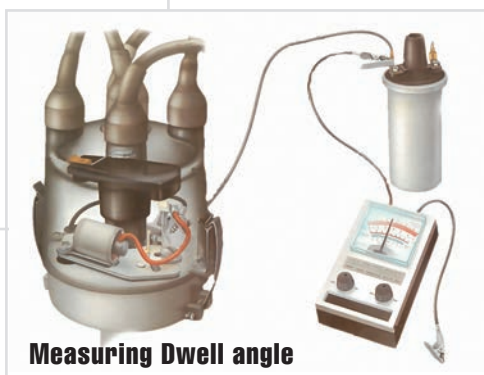
If this process is followed then the points dwell angle should stay reasonably good for say 6000 miles.

Particularly if the cam pad is kept oiled.

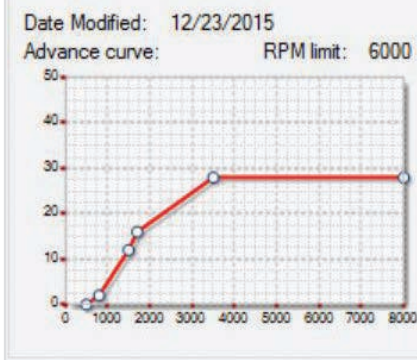
Remove the vacuum advance lead.

Ensure the timing is accurate, do not rely on setting the time to the specified BTC at static or idle with a strobe, even with a programmable dizzy and strobe light the jitter will be too great to be reliably accurate. Obtain the full curve data (from workshop manual, or Lucas spreadsheets for the Triumph available online) and set the timing at the workshop manual data for say 2000 rpm. Tighten the dizzy clamp up and recheck.

Then from idle increase the RPM though all the workshop timing data at specific RPM to check



Measuring Dwell angle



the accuracy of the advance curve in the dizzy, make a note of the advance at each of the set RPM points. (This will be spot on, with a programmable dizzy, it will be inaccurate with a weights and springs dizzy). Work out the offset from the advance you noted at each rpm from the workshop manual. Ideally you want to map the data best to that required between idle and 3,500 RPM (max torque being about 3000 rpm). Advance/retard the dizzy to optimise for the best approximation to the workshop data for the rev range I have suggested.

In practice, a 1500 Spitfire will take more advance in the lower rev range than the workshop manual suggests.

The next step to be done in the dark, at night. If in a garage, the doors to be open and the exhaust facing the exit. (done in the dark so the colour tune colours can be seen better).

Starting with the carb jets at the top of the bridge wind them down to that given in the manual, Start the engine and warm up thoroughly. Loosen the idle linkage, balance the air flow, and set the idle and tighten the linkages. Take the car for a run for 20 minutes.

When returned fit the colour tune plugs to cylinders 3 and 4 (if this is done too early and the tune too rich they carbon up) and loosen the idle linkage. Start the car and adjust the air flow such as to give an idle of about 1000 rpm.

Adjust both mixture nuts to bring the colour tune colours to blue, (this is where two colour tune plugs really help because you can compare them side by side) adjusting the idle screws and airflow to keep the RPM at 32

a consistent 1000 rpm. Tighten the idle linkage and run the engine at 2500 rpm for two minutes.

Drop back down to 1000 rpm and loosen the idle linkages, set the idle at 1000 rpm and check the mixture on the colour tune, fine adjust and reduce the idle to 850 rpm. Use the strobe to do this it will be more accurate than the rev counter. Ideally at 850 RPM you want the advance to be at the static/idle point.

If you have had to advance the dizzy to optimise the curve in the ranges up to 3,500 rpm then the static/idle advance may be higher (see later).

You can ensure this with a programmable dizzy.

Tighten the throttle linkages and put back in the spark plugs to cylinders 3 and 4, take for a good 20 minute run. At the end of the run, on level ground check that the idle is still at 850 rpm. Come back and remove spark plugs from cylinders 3 and 4 and check the colour for both being light brown. Check that when you switch the engine off it does not attempt to keep turning over (run on), this can result if the timing at idle is too far advanced (remember how you tried to optimise the dizzy to fit the workshop data, this can sometimes result in the overrunning at switch off) this problem never occurs with a programmable dizzy because the advance at 850 is set to the idle advance.

Loosen the choke linkages and set the fast idle and ensure even airflow through each carb.

Tighten the choke linkages. This step is often forgotten leading to lumpy fast idle when starting from cold.

Refit the vacuum advance lead.

If you stop at this point the car should remain good, but for how long? If using points until they need changing, when you need to go through the same process of timing again, but the carbs should be fine. If the carbs are old and the throttle linkage and return springs worn, then this might mean that idle varies occasionally, equally if the butterflies don't seat properly then that can cause a variation in idle. Notwithstanding those elements, if a programmable dizzy is utilised then once set up accurately (unless the dizzy clamp allows the dizzy to move) it should be set for life. Only checking the cap and rotor arm for wear is necessary. If the carbs are new, then a check of the air flow might be a good thing to check once a year.

Now go to a rolling road.

Assuming carb needles are not going to be changed there are only two variables left.

Changing mixture and timing.

The biggest impact will be timing, the better optimised and more accurate throughout the advance curve will maximise torque at each point. If a programmable dizzy is used this can be re programmed whilst on the rolling road in real time to optimise the torque curve. With timing you are trying to ensure that the maximum pressure from the ignited fuel/air mixture occurs at about 18 degrees after TDC. The slower the RPM, then the less advance needed, beyond about 3000 rpm advance has limited impact. Similarly, lower cylinder pressure needs more advance

than higher cylinder pressure, hence the vacuum advance.

With a programmable dizzy you can input a curve that others have used from rolling road data, and that will get you pretty close to the optimal point for your car, if you have done all the other stages listed above then for most people the car will run very near the optimum point, a rolling road will squeeze out the final BHP and torque but the car will already feel significantly better.

With a programmable dizzy, the engine will run much smoother throughout the rev range (assuming all the stages above).

I have a 1980 spitfire 1500, 80,000 miles, K&N air filters with appropriate needles and springs, slightly better exhausts, and a programmable 123 dizzy.

I have two colourtune plugs, programmable strobe and high quality airflow meter.

The car flies round to 4000 rpm and will reach 80 mph easily. It is most comfortable at 70 on a motorway. Mpg is nearly 35 to the gallon. No rolling road. My 19 year old son took the car to the South of France last year (he is still grinning!).

My first car at University was an MG midget, which is how I learnt all the tricks of optimising a standard dizzy with points, dwell angle measured on an analogue Gunson multi- meter (hence removing the plugs to spin the engine better to measure dwell), two colourtune plugs and a high quality air flow tool. The dark is your best friend when using a colour tune plug !

The car was left outside, so I went to great lengths having bought the car to set it up to be very reliable and ensure it started first time and got to and from university (Shrewsbury to Plymouth). My wife to be and I took the car on our first holiday to the west of France, there and back no issues.

Programmable dizzy's have transformed car tuning.

Anybody who says springs and weights are just as good really does not understand what is going on in the ignition process of the engine.

Racing tuners knew this and that is why they spent hours on rolling roads optimising springs and weights in the dizzy to max-

imise torque at the operating point they wanted for the engine. That's why engine mapping systems transformed car mpg and emissions from the late 1980s onwards.

Ignition curves using weights and springs needed to be set on the conservative side so that the average mechanic or home enthusiast with basic strobes could get the car to run with a wide degree of tolerance.

Equally, manufacturing tolerances for the dizzy were not high, hence the wide tolerance band for operation.

If you look at dizzy curve data in a work shop manual is will often say as an example 20-23 degrees at 2000 RPM. If this is the type of data you have start at the mid point for each and then advance the dizzy to the upper limit. Optimising for points and a springs and weights dizzy is all about detail.

John Harris

John, that is an amazing amount of information and detail. Many thanks and if that doesn't get us 'firing on all cylinders' this summer nothing will.

Steve

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



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Mk 1/2/3

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

ANDY COOK gt6@tssc.org.uk

GT6 Wheel Options - 2

This month is the second part of my article on wheels, focusing on non-Triumph and aftermarket wheels.

MGF Wheels

MGF Wheels have the same $\frac{3}{4}$ (95.25) stud pattern so can be fitted. These are larger di-



MGF wheels

ameter so need to be fitted with low profile tyres. The most popular I've seen fitted is the 5 spoke star type but there are several different option patterns of wheel fitted to MGFs.

Aftermarket Wire Wheels

As well as the Triumph factory option wire wheels there are aftermarket wire wheels readily available both in the silver painted versions to look like the originals and also the more bling chrome versions. Splined versions are available and bolt on versions similar to those fitted to the late MK3s. The original wire wheels were 4.5J



Chrome splined aftermarket wheels.

width but aftermarket versions are available in wider sizes up to 5.5J.



These bolt on Wire wheels were a special order from a wire wheel company and are finished in Valencia blue to match the bodywork of Mike Titchen's MK2 GT6. The Wire wheel company also made the GT6 centres up especially for Mike.

Wire wheels need to be fitted with tubes even if tubeless tyres

are fitted as they are not guaranteed airtight around the spoke holes.

Wire wheels need regular maintenance to ensure that there is no slack in the spokes, also if they are a splined version then the splines need to be regularly cleaned, greased and inspected as they tend to wear.

Aftermarket Steel and Alloy Wheels

There are many variations of aftermarket wheels that GT6 owners fit to their cars as an upgrade, by far the most common is the minilite style.

Genuine Minilite wheels were a very successful magnesium alloy wheel used in rallying and racing in the 60s and 70s. Although the genuine wheels are still available, the majority of the Minilite style wheels you see fitted to GT6s today are the various replicas made by the likes of GB wheels, Midland Wheels etc. These look the part but are nowhere near as light or expensive as the real thing. Real Minilites can cost around double the cost of the replicas so unless you are really using the car for serious motorsport they are not necessarily economic. Minilite replicas are available in many different sizes on the Triumph $\frac{3}{4}$ inch (95.25mm) 4 hole stud pattern from 13x4.5J up to 15x7.

They are also available in vari-



**Silver finished
Minilite replica**

ous different finishes, eg silver, black, anthracite, gold and some with polished outer rims.

One of my favourite period alloy wheels is the Cosmic MK2, I'm a little biased here though



**Black Minilite Replica with
polished outer rim**

as they are the wheels fitted to my own GT6 MK3. The wheels were fitted to the car when I purchased it in 1988, I did refurbish them in 1988 shortly after buying the car, a long labour intensive job as I hand polished all 4 wheels and hand painted the black infills. They could do with a refurbish again now after all these years of use though as the black painted infills has started to come off in places. When I got the car the wheel centres were missing and the proper Cosmic Centres were unavailable, I found that Ford Fiesta Mk1 plastic wheel centres could be made to fit although



**Cosmic MK2 as fitted to
my GT6**

they had to be glued into place. In the mid 90s Midland Wheels had a stand at the TSSC Stafford international and they were selling reproduction Cosmic Wheel Centres so I bought a set.



**One of my wheels freshly
refurbished in 1988, note
the plain plastic centre
"borrowed" from a Ford
Fiesta MK1.**

Another of my favourite wheels that really suit the GT6 are Dunlop D1 replicas. The original



Dunlop D1 replica.

Dunlop D1s were fitted to Lotus Europa.



**Dunlop D1 that has been
stripped of the black
infills for a plain
alloy finish.**

A very popular period wheel back in the day was the supaslot style, these were made by several companies, Wolfrace being



Supaslot style alloy wheel.

the most famous but there were others such as Cobra, Cosmic and Alleycat.



Revolution 13 inch wheel.

A more modern but very purposeful and popular wheel for GT6s and Spitfires are made by

Revolution in 4 or 5 spoked versions. Like the minilite style these are made in many sizes on the Triumph 3 ¾ inch (95.25mm) 4 hole stud pattern..



Revolution 5 spoke 14 inch wheel (owned by Chris Hollingsworth).



Revolution 5 Spoke 15 inch wheel (owned by Colin Geer).

A few other variations of wheel



Appliance Honeycomb wheel, quite similar in appearance to compomotive alloys.



Appliance Honeycomb wheel, fitted with standard GT6 wheel centre (owned by Tim Ward)



Centreline Alloy



Chrome Steel 8 Spoke, also available painted in white, Black, Silver etc.



Diamond Racing Round hole steel wheel in Black



Goodyear Gemini 8 spoke alloy, alternative wheels fitted to Mike Titchens Mk2 when not using his wire wheels.



Spoke Alloy by image wheels (car owned by Marcus Cleaver)



Very angular pattern 6 spoke wheels by KN Alloys



Lemans Replica Alloy
Jigsaw racing commissioned a

batch of Lemans replica alloys wheels when building the Lemans replica Spitfire ADU1B, they were sold off in limited quantities.



Midland Metallic 4 spoke wheel on GT6 MK2 owned by Andy Walton.

These Midland Metallic wheels started off as a polished silver but were refurbished by Andy in an anthracite colour which doesn't show up the brake dust as much! Also see the from the archives section this month.

These next two sets of wheels are of unknown make but fitted to GT6s.



unusual 4 spoke alloys with a fake 4 eared spinner. Fitted to a MK3 owned by Rob Pearce.



5 Spoke plain alloy wheels.



Andy Walton's MK2



Mike Titchen's MK2



Marcus Bewley's highly modified MK3

Stoneleigh GT6s



Carmine Red MK3

I visited the Stoneleigh Spares Day in February, here are the GT6s I spied there in the cattle sheds.

Spares Quality?

I've had a clutch master cylinder failure on my GT6 recently, despite having rebuilt both master and slave cylinders less than 2 years ago. On stripping the unit down I found that the rubber seals have gone soft a squidgy, yet another example of poor quality modern rubber components for our cars. I have experienced so many recent failures of new rubber components within a year or two, pretty shocking. Components such as hydraulic seals, ball joint gaitors, Steering rack gaitors, suspension bushes seem to be poor quality from all suppliers nowadays. It's the manufacturers that are producing sub-standard products using a poor rubber compound. Anyway enough of my rantings!

The good news is I managed to find a New Old Stock genuine Girling Master and Slave Cylinder at Stoneleigh, so hopefully that will be a longer term solution.

GT6 Poem

Now for something a bit different! I've received the following poem from Neil Smith of Buckle in Argyle, Scotland



Neil's Mk1 today, known as Kitty.

about his GT6. Neil sent in an article previously on the car which was published in the Courier in November 2018.



Neil with the GT6 aged 7 outside his old house in 1971

Kitty

*Way back in December of Sixty Six
Triumph built a Mark 1 GT6*

*It was bought by Tom and Margo
in Sixty Seven*

*They must have felt in
seventh heaven!*

*Because of the colour and
plate registration*

*It was named "Little Red Kitty"
without hesitation.*

*The couple owned the car for
fifty years*

*Letting it go, they must have shed
a few tears.*

*I own the car now , and felt
incredibly lucky*

*The day Kitty left London for her
new home in Buckie.*

*Photographed and sketched
and admired by all*

*This is one little fastback that
can stand proudly tall*

Neil Smith



**Neil's GT6
drawn by Fae Clarke**



Neil with Kitty in 2018

**Search for a GT6 owner
SRL 572N**

Does anyone own or know the whereabouts of Green MK3 registration SRL572N? **Calvin Packwood** in the Leicester TSSC area has the original warranty and passport service book for it and would like to reunite the documents with the car and present owner. If you do own the car or know who does please let me know and I'll put you in touch with Calvin.

From the Archives

This month's archive picture was supplied by Andy Walton (Thanks Andy), as mentioned above Andy has Midland Metallic Wheels fitted to his MK2

GT6. Andy has found a catalogue from when he was choosing the wheels back in 1975, they cost him £13.95 each!



Wheel Catalogue from 1975.



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STAG

PHIL WILLSON stag@tssc.org.uk

Stag - Work Continues

As you probably know, you can work on an old car ad infinitum if you have the time and some cash. I still tweak various bits and pieces in order to either make the car more functional, more reliable or, in my opinion, just to look better.

So this month I will go over three things that I've been doing recently.

Switching Switches for a Smoother, Shinier Surfaces



Pic 1: New and old



Pic 2: Side view

One of things that goes on all Stags is the surface of the elec-

tric window switches. The toggles are obviously made with a different plastic to all the other controls and it develops a milky surface. It can be brought back to some extent with regular cleaning but replacement is the only permanent option. The switches are not



Photo 3. In place, with new shifter knob also shown

Club Shop and all I did was replace the centre badge with one from a Stag key fob. I quite like it and it makes a change from the usual fitment.

Battery Bay Back from the Brink

The battery bays on Stags are frequently neglected but can be the foundation of unseen rust. I hadn't touched mine in the 4 years that I've owned it because the battery was nearly new and has caused no problems. However, this year I decided to take a look, just in case. As I'm sure you know, first the power steering pump has to be moved out of the way. I actually removed it completely so that it, too, could receive a bit of beautification.

Photo 4 shows the battery bay in all its glory. I was lucky that it

cheap, but waiting until there are special offers can pay off. The photos 1 to 3 show the differences between old and new. Photo 3 also shows the change from the T-shape auto stick to a regular accessory gear lever. The thread is the standard 5/16 UNC found on most Triumph manual boxes. It came from the



Photo 4. Rather sad battery bay



Photo 5. After treatment

was only surface rust and there was no sign of leakage and consequent acid damage except in one small spot. So I was able to rub all the bare patches down and cover them with an anti-rust treatment. Once done, I used Hammerite red lead primer and a coating of Hammerite smooth black. Finally I sprayed over to the area that would show when the battery is in place, which left it looking like Photo 5. Mimosa paint also came from the Club Shop.

I refitted the battery along with a new clamp and



Pic 6. New engine to body to battery earth cable fitted

new negative earth cable (Rimmers), as can be seen in photo 6. I am also in the process of replacing the main power lead from the battery positive round to the starter motor. I will report on this once I have done it. (I need to work outside to do this job properly and the weather has not been on my side lately!)

Better Badge on the Boot Boundary

Our friends at SOCTFL never seem to rest. In the last few months the new black rear wing badges have appeared for the Mk2 cars. The front grille badge came out a year or so earlier. They are a worthy replacement if yours are damaged. Pictures 7-9 show the sequence of work, which is quite simple.



Photo 7. Old cracked badge



Photo 8. New one ready to fit, with backing paper still attached



Photo 9. Finished item

The new ones are self-adhesive and need a very clean surface. Fix the new badges carefully as you only really get one shot at it – the adhesive is very strong. Once fixed, it is best to leave the badge in a warmish room for a day or two so that the glue sets properly.

How to get woodworm in your Stag

Finally, for a bit of fun, here is a DIY wooden toy in the shape of a Stag. The plans are available if

you Google <https://www.etsy.com/uk> and search for Triumph Stag.

For £7.80 you can download the 41-page, very detailed plans for this 15.5 inch long representation of our favourite car. I'm going to try it, anyway. All you need is patience and a fret saw (and time, a bit of skill and). I'm sure those with the right skill set could make it look even more like the real thing.

Please let me know if you have a go at this and how you get on.



Drive It Day

Finally, before the next magazine we in the UK will have the delights of the FBHVC Drive It Day on 26th April. It would be great if you could all get out there and show off your motors, whether just on your own or as part of the many club-organised runs. Please send me any interesting photos of your trips and I will try to show the best ones in future Register reports.

Meanwhile, this April Fool will keep staggering on all 8.

Phil



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Vitesse 1600, Mk 1&2

DAVE RUMENS vitesse@tssc.org.uk

Feedback - 2 speed wipers

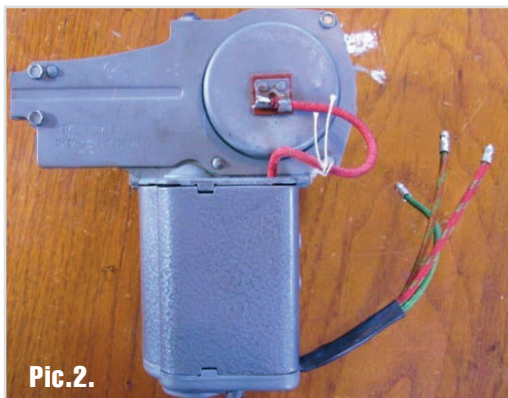
Hello everybody, I am typing this month's article back in February and hoping by the time it's published in April the Spring will be with us. If yes, then it will be time to get the Vitesse out and experience once again the unique smell and the sound of a classic car. Both the Herald and the Vitesse have that truly classic feel. By comparison most modern cars feel soulless and lacking in any character. This month we have some very useful feedback from long term member

Tim Woodthorpe concerning two speed wipers that use the Lucas DRA motor. These were fitted to the GT6 Mk1 and the TR4a, Picture 1, back in the mid 1960's. So over to you Tim.

Thanks Dave, The Vitesse Wipers article – another excellent article and an interesting read even if you don't own a Vitesse. (I always fancied a Vitesse but a Spitfire 1500 and then a TR6 got in the way so to speak).



Pic.1.

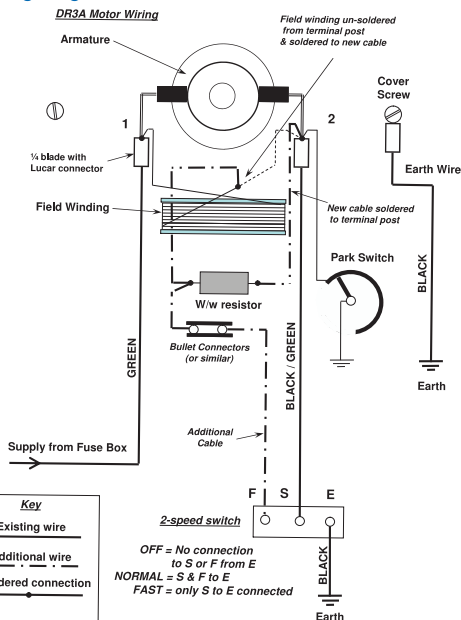


Pic.2.

The two-speed version of the Lucas DR3 wiper motor is incredibly rare, Picture 2. I cannot recall seeing one at an auto jumble.

44

Wiring Diagram



(A challenge for the spares day Sunday 9 Feb). The proper Lucas ones have a few turns of resistance

wiring inside wrapped around the field winding. For the fast speed the resistance is placed in series with the field winding so that draws less current, generates less magnetic flux and the motor turns faster. With less torque, but of course that's not a problem when the screen is deluged with rain.

For the normal speed this extra resistance is bypassed. It would be easy to convert a single speed motor to two speed. Many years ago, after seeing the circuit in a GT6 Mk1 manual I started the modification for my Herald 13/60 but never fitted it. Bench testing using a spare motor proved it would work.

I have shown the modifications in the diagram and the description of what is required is as follows. The extra resistor is to be positioned outside of the motor. Adding in 6.6Ω (made up by three 2.2Ω resistors in series) or use a 6.8Ω speeds the motor output gear speed changes from about 48 r.p.m. to 60 r.p.m. A 10Ω resistor increased the fast speed to 68 r.p.m. The wire-wound resistor can be rated at 10W or be the finned aluminium 25W type that would lend itself to fastening down somewhere. The speeds obtained compare well with a type 14W permanent magnet motor as fitted Triumph cars in the 1970s. The specification for the 14W is, normal speed 46 to 52 r.p.m. and high speed 60 to 70 r.p.m.

The big problem is changing the switch. From reference material I think in the TR4A they changed the pull-out switch to a toggle switch (of the type used extensively on 1960s Austin, Morris and MG cars). But if a relay is installed (that could be hidden away behind the dash board) a side/ headlamp switch could work for Mk 1 Vitesse early Heralds etc. For Mk2 Vitesse and 13/60 Herald the rotary Spitfire 1500 switch is the obvious choice and available in manual or electric screen wash versions. [The off position contact (No. 1 on diagram) is only required for the permanent magnet motors].

But that switch would still need a relay energised by the switch high speed contact; 1st relay contact pole to ground the motor to keep it running.

2nd relay contact pole to open circuit the field resistor i.e. when the relay is de-energised will connect the field winding direct to ground for normal speed. Don't think of it as a slow speed and a normal speed, rather normal speed and a faster speed.

I agree that for most conditions an intermittent function is useful. But the reliability of both homemade and Lucas analogue delay circuits is a potential problem. At the moment I have the Lucas 6DA module disconnected on my TR7.

A digital solution using a Picaxe microcontroller is a

future project. Best Regards,

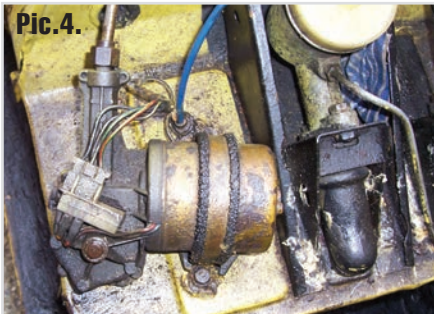
Tim Woodthorpe.

Member 78/00613.

Thanks, Tim for some very useful information. As interest, a number of cars in the 1980's were fitted with an intermittent wiper facility, I have often thought of adapting one of these delay control modules and trying it on the Vitesse. Following Tim's experience with one, then maybe not. One final point



though, the 1970's Triumph models had two speed wipers but these use a different motor and don't have the same mounting arrange-



ment as the original DRA type.

Pictures 3 and 4.

Well that's it for now.

See you all next month.

Safe Driving & Keep Running On All Six

Dave



TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Car Show, Tappets, What Roof?

BRISTOL CLASSIC CAR SHOW SHEPTON MALLET FEB 8th 2020

I had originally planned to attend this show on the Sunday, but with the threat of storm Ciara, and waking up early on the Saturday morning, I checked the tyre pressures and fluid levels of my trusty TR and with my son Jack riding shotgun we headed off to cross the Prince of Wales bridge into the Lost Lands.



The TR ran absolutely beautifully, still no sign of the starting issue from Ambers' run and after a fast run along the M4 and a stop/start run through Bristol we were cruising along

the country roads to Shepton Mallet. Paying a total of £18 (£5 for my TR and myself and £13 for Jack) we were marshalled into the Classic Car Park area, ideal if you find any parts you require as you only have a very short walk to your car.

I wasn't looking for any particular parts for any of my cars and the service parts were far more expensive than buying them from my local supplier near Cardiff (probably a reflection of

the costs to hire a stall), but there were tool stores aplenty. Unfortunately, at my age I probably have all the tools I will ever need.

After a few "circuits" of the

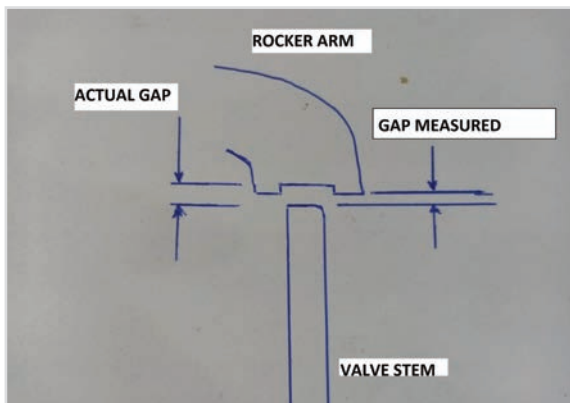
**" with my son Jack
riding shotgun we
headed off to cross the
Prince of Wales bridge
into the Lost Lands "**

show and a couple of pasties Jack and I jumped back in the TR and headed for home, once again the TR performed absolutely beautifully and after we crossed the Prince of Wales Bridge then turned onto the private road near my house for my "Ton of the run" I heard over the wind noise Jack say "FANTASTIC"!

**Whether 6 cylinders or 4
a TR is more!**

SETTING VALVE CLEARANCES (TAPPETS) ON OUR OHV TRIUMPH'S

I received an email from a TSSC member (who would like to remain anonymous) thanking me for some advice I had given him at a Car Show in 2019 and suggesting that the advice would probably help other members. He had told me that he set the valve clearances on his 1500 Spitfire using "the rule of 9" (set valve clearance on No.1 valve when No.8 is fully closed, set No.2 valve clearance when No.7 is fully closed etc) and still his engine sounded extremely "tappety".



Here is the advice I gave him.

Like all engine parts, rocker arms wear. They have a hard surface where they come into contact with the valve stem, but over years of use these surfaces can break down and wear at different rates depending on how good the hardening process had been.

Therefore, one or more of the rocker arms may have an area of wear at the point of contact between the rocker arm and valve stem. The obvious answer is to renew the rocker arms, but as long as the valve stem hasn't worn completely through the hardened area you can allow for this wear.

If a rocker arm has worn and a feeler gauge is used to set the gap, the gap measured will be the 0.010" feeler gauge thickness (in this case) + the wear, so with 0.003" wear the actual valve clearance would be set at 0.013" which will give a very noisy tappet.

To set the gap to the correct (in this case) 0.010" I use a D.T.I. (clock gauge) on the end of the rocker to measure the "lift". Some will point out that the "arc" motion of the rocker arm on the rocker shaft will make

you have clearance, a noisy tappet is better than having too small a clearance.

Hope this helps.

this a false value, but you would be talking tenths of a thousandth of an inch and this would only amount to the different "feel" that individuals will apply to a feeler gauge being used to set valve clearances.

If you don't have access to a D.T.I you can obtain an approximate idea of the amount of wear on a rocker arm by using one of the various "plastic thickness gauges" or a piece of brass shim and adjusting the rocker arm down onto it and if for example the wear is 0.003" you would use a 0.007" feeler gauge to set the valve clearance or if experienced with limits and fits you can set the gap by feel, just make sure that

ROCKET (BUT CERTAINLY NO) DOG

What does a GT6 have to do with TR's, well they all require body work at some time, so on a recent visit to Rocketdog Restorations to buy oil filters for my TR, Herald and Vignale I asked about the exceedingly rotten GT6 that I had seen there a number of weeks ago, the sills, rear wings, boot floor and floors had been rotten, but even worse the car had been fitted with a Perspex sunroof which had leaked and had caused the leading edge of the roof to rot (which had been repaired in the past with pop riveted aluminium patches and 2 inches of filler!

Rocketdog had welded in two new rear wings (the N/S being a Spitfire item and the original petrol filler aperture welded in), boot floor, two floor pans, two outer, inner and sill stiffeners, repaired



No sign of Sunroof

the front bulkhead, roof leading edge, filled in the sunroof aperture, and repaired all around the trailing edge of the hatchback/rear light panel. Rocketdogs' owner Craig, took me to his spray booth where the GT6's body tub was sitting on two tres-



tles after just having been painted, even though it had not been polished it looked FANTASTIC. Even though I had previously seen



Underside of roof!



the car with its sunroof there was no evidence whatsoever either on the underside or the top of the roof that there had ever been a sunroof.

SU CARBS

I have been asked and offered advice on SU Carbs many times over the years, but in the last twelve months the frequency has increased dramatically, probably due to the rises in ethanol levels, so in the next few issues of the Courier I will be explaining how I tackle issues with these carburettors. I never claim to be an expert on anything and some readers will probably take issue with my views and methods, but I have been addressing carburettor issues since the 1970's and my methods have "evolved" over the years with the loss of leaded 4 star and the introduction of 5% ethanol and 10% ethanol, I also worked for Fuel Injection Services in the 70's when people used to bring their cars in to have them converted from a fuel injection system to a more efficient and economical carburettor set up (oh, how times have changed), so I do know at least a bit about what I'm talking about and the performance of my TRT4A and the many Spitfires I have owned will bear testament to this. If you have SU Carb issues "tune" in to next months' Courier. There may be something that will help you get better performance from your Triumph.

Of course, if you haven't as yet fitted ethanol "friendly" fuel hoses to your car, then I would advise that you do so as a priority.

Bern

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PAUL LEWIS tr7-8@tssc.org.uk

Knock, Knock- what's that?

Why is it that when you come to sell a car it decides that it will put up as many barriers as possible to seemingly stop that happening?

I decided towards the end of last year that I really need to thin down my fleet of classic cars as it's taking up more time than I really have. It was decided that as part of the cull my low mileage Inca yellow TR7 FHC was on the list. The car itself has only covered 29000 miles in it's 44 years on this earth and the previous owner converted it to look like a Victory Edition that was limited to the USA.

I advertised the car but, it must be the time of year, had no interest. So, I lowered the price and still no interest. At the same time, I was selling a Triumph Spitfire Mk4 which went straight away. The condition of the Spitfire was nowhere near the condition of the TR7 and only £1,000 separated the asking prices.

" I started to hear a slight knock that would come and go from the engine "

Anyway, back to the story. Halfway through my recent advert the car was running lovely and to keep it in use I was travelling



back and forth to work. Then I started to hear a slight knock that would come and go from the engine. Every time I stopped and listened to the noise it would disappear. Confused at not being able to identify the noise I carried on with rectifying an oil leak that had appeared. It seemed to be coming from the fuel pump gasket, so I tightened it up as the bolts were looser than expected.



Over the next couple of days travelling back and forth to work the knocking noise became worse and more consistent.

It did not have the rattle associated with a timing chain, nor did it have the symptoms of a small end or big end knock, the noise

seemed to be coming from the camshaft area at the rear of the engine.

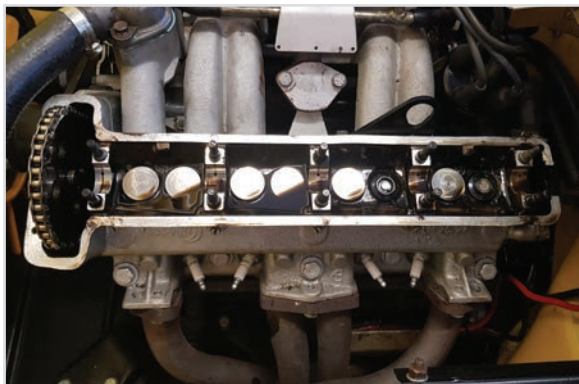
I had a fresh set of ears applied from a friend that was convinced it was coming from the fuel pump, the item I had tightened. So, I loosened the bolts off and listened again. No difference. This is the point I pulled the advert from sale. I then intended to just park the car up and leave it to sulk.

Inspiration grew after a phone call from a TV company ask-



Compare the wear

It was at this point that I noticed that No8 valve (Exhaust) cam follower had



ing if the car was still available as they were interested in using the car in a TV series (I cannot say any more at this point). Back to the garage. First part of the investigation was to measure all the tappet clearances. These turned out to be all good except one. If anyone has adjusted the tappets on a TR7 before you will know it's not a straight-



forward job. You first must remove the camshaft (after taking the measurements).

You then measure the shim under the cam follower and after a calculation replace the shim with the value required.

Then put it all back together.



Shim



Heavy wear

excessive movement, not just a little but a lot. After taking it out all became clear. The cam follower had worn away in the centre region. I checked for the root cause but could not find any Sharpe edges apparent.

So, I must put it down to having been stuck in the years spent dormant prior to the recommissioning.

Luck also has it that I had kept some spares from a previous engine strip down. With the new follower installed with lots of oil the engine is back on song.

The next question is, do I put it back up for sale?

Wait to see if the TV company contact me again?

Or run it through the Spring?

If anyone is interested drop me a line.

Paul

What might have been

This month I'm moving away from my usual underpinning, that being the comfortable starting point of a Triumph Herald chassis. The Latham F2 does not use any variant of a Herald chassis, indeed it has no chassis at all. Its construction is a fibreglass monocoque, with no metal between the front and rear suspension units; allegedly the first and only open top fibreglass monocoque car ever produced. Those suspension units were taken from a Triumph Dolomite. The Latham F2 was designed to use as many bits from a Dolomite donor car as possible, with, obviously, the Sprint engine the power supplier of choice.



Latham F2

" it has no chassis at all. Its construction is a fibreglass monocoque "

I have written about the Latham F2 a few times before,

most recently in October 2016, but for now I'm going to plagiarise someone else's words. Well, I suppose it can't be plagiarism once I've admitted I've plagiarised? Quite philosophical.

The story of the development of the Latham F2 that follows is lifted from the web site of the Latham Sports Register www.lathamf2.co.uk:

Despite a very short production run that saw little more than twenty five cars leave the factory, the Latham F2 proved to be a revolutionary and influential car.

Launched in 1987, the F2 is believed to have been the first open-topped road car in the world to feature all-composite monocoque construction (ie no steel or chassis of any kind between the front and rear bulkheads).





Jackson, went on to work on projects for both Aston Martin and Jaguar.

Conceived during the mid-1980s, the F2 was the second car to be produced by Latham Sports Cars. The company, founded by husband and wife team of Paul and Julia Latham Jackson, was originally based just outside Bicester, and it was there that the Latham F1 was created. Just one example of this two-seat open topped sports car was ever built, since it was only ever seen as a precursor to their true objective; the F2.

In order to fund the development of the new car, and to find economically suitable premises in which to carry out all the preliminary work, Latham Sports Cars relocated to Julia's home town of Penzance in Cornwall. They found a small industrial estate between Newlyn and

The car was remarkably light, at around 700 kilos or less, and most were fitted with Triumph's award-winning 2-litre, 16-valve Sprint engine. This unit, typically generating around 160-180 bhp when fitted to the F2, guaranteed exhilarating acceleration and performance. This, combined with the car's low centre of gravity and race-inspired suspension, produced a car that offered

Penzance, just behind a mead factory and not far from the old pilchard works. The unit went under the rather quaint name of Stable Hobba, and while the project took up residence there, Paul and Julia moved into one of the historic cottages on the old harbour front in Newlyn. It was an idyllic



its owners remarkable handling as well as fast, practical motoring. The Latham F2 ultimately became the inspiration for a remarkable Le Mans racecar, and its designer, Paul Latham

location, but they were about to embark upon some of the hardest and most demanding years of their lives.

The company exhibited a quarter-scale mock-up of the car at the 1984 Stoneleigh show, and this generated sufficient interest to reaffirm Paul's belief in the future of the car.

Joined by another experienced car designer, Andrew Dawkes, the company spent the next two years perfecting the design, refining their drawings, and constructing scale models and prototypes. The workshops contained a variety of other influential cars, including an Elva, a Davrian and, from time to time, a beautifully built NG, but mostly it was a scene of industrious hard work as Paul, Andrew and Julia toiled with paper and plans, wood, resin and steel, and all to the accompaniment of clouds of dust.

Then, in the late summer of 1986, the company proudly unveiled its creation. At this stage all they could display was the completed 'buck' from which the body moulds would be created, but suitably painted and with wheels and wind-screen strategically positioned, it looked the part. An article appeared in Kit Car magazine, and three orders were taken on the back of that showing alone.

Thus encouraged, Latham Sports Cars moved back to Bicester, taking over a factory previously used for the construction of Indy race cars, and production began in 1987. Business was brisk to begin with, and a succession of kits, part built cars and even two fully road-ready turn-key examples left the workshops. It soon became evident, however, that the orders were not keeping pace with the bank manager's expectations. With development complete, or nearly so, Paul was forced to look for another source of income, and he left to join TWR in Kidlington, where he became embroiled in the Jaguar XK8 and subsequently the Aston Martin DB7 pro-



Latham Sports Cars to act as the company demonstrator. For two years it did the rounds of the kit car shows and magazine reviews, gaining accolades and plaudits wherever it went. Sadly it was not enough. The hurdle to success proved to be the complexity of the car's construction



jects. His F2 was a significant presence in the company car park. Andrew Dawkes joined Triumph Motorcycles and then Volvo in Scandinavia, in both cases with major roles in design and development. That left Julia, with a staff of three, to oversee F2 production.

A beautifully prepared example of the F2, RJB974M, was built for one customer, but retained on long-term loan by

and the highly price-competitive nature of the component car industry at that time. Customers were not inclined to pay extra for technological innovations they couldn't see, despite the appealing shape of the F2, and each car barely covered its pro-

duction costs. With the number of kits just topping the twenty mark, been designed to comply with all the Type Approval requirements of the day, and those kits that did leave the factory



were, in effect, merely prototypes. Vauxhall's two-litre "red top" engine was earmarked for the production car's engine bay, dry sumped and mated to a Sierra five-speed gearbox using an adaptor bellhousing. A Ford independent rear suspension system was also envisaged, with disc brakes all-round,

Latham Sports Cars ceased trading. What made the F2 so difficult to build, and yet so radical, was an all-composite monocoque – the first open-topped road car ever to feature such a construction. With no steel between the front and rear bulkheads the car was remarkably light, and cars could be built with an all-up weight of little more than 650 kilos. Fitted with Triumph's award-winning Dolomite Sprint 16-valve engine, performance was exhilarating – to say the least. RJB974M took part in two track days at Castle Combe circuit, and in the right hands proved virtually unbeatable. Nothing short of a Jaguar-engined Cougar or a race-tuned Cobra replica could match it round the Wiltshire circuit. The handling was superb, and the slippery shape, combined with a Sprint engine generating over 185 bhp, gave back-slapping acceleration and an awesome top speed.

Had things gone differently, then the future for the F2 might have been very different. Full type approval and series production had always been the objective as far as Paul Latham Jackson was concerned. The car had

plus an option to turbocharge the engine. Within a few years, Caterham would offer exactly this installation option for the Seven, but by then the Latham would have been long out of production.

Although Paul's dream would never be realised, there's no doubt the Latham F2 could have become an amazing production road car. His inspiration came from many quarters, as his own telling of this story suggests, but the combination of a pinch of Jaguar E-type with a hint of Marcos, some Aston Martin perhaps, and a generous dose of other wholly unique yet classic lines, created a stunning and inherently "British" sports car.

Back to me now. The Latham Sports Register web site does have a lot more interesting stuff to read, including a 2,500 word essay written by Paul Latham Jackson that gives even more insight into his efforts to produce his own car. He also gives some detail on the mechanics, like his clever adaptation of the Dolomite front suspension. This involves a racing-style rocking top arm, to bring the spring/damper unit in-board.

The web site also attempts to bring us some details of every Latham F2 produced, a very good effort, even if incomplete.

I have only ever seen one Latham F2 in the flesh, and that was the blue BRV24 at the big Triumph gathering at Gaydon in 2013. This car must be a regular attendee at car shows; if you Google Latham F2 you will see more pictures of this one than all others put together. A great pity there are not a lot more than 25 of these great looking, and well spec'd (my made up spelling) cars in existence; one of those "what might have been" automotive stories.

Trevor
55

Youngest TSSC Member!

This months article come from the newest member of the Scottish contingent Jack Peter Robertson who officially registered and became a member of the TSSC club in January 2020, he might even be our youngest member, or do we have anyone who can beat him? Jack's article has been written exactly as Jack has asked for it to be written and will therefore be an unbiased, unaltered, 8 year old's viewpoint on being a member of our beloved club.

" I am Jack Peter Robertson and I am a member of the TSSC and I am 8 years old. I am very proud of being one of the youngest members and I absolutely love classic cars!

When my dad was younger he used to have classic cars (although I know they weren't classics back then) and I love it



when he tells me car stories from when he was younger.

My dad has lots of classic cars now and he takes me to his garage and teaches me how to fix them and it makes me feel proud that I am learning how to fix classic cars and I get to spend time with my dad.

My mum also has Harriet the Herald and a classic camper-van, my mum has my name on the windscreen of Harriet and she loves me so much she said I can have Harriet when I am older. I love going to car shows with my family because I



**" it simply means
'a competition of
elegance' "**

I think it is important that young people learn about classic cars and join the TSSC so that they can drive them when they get older as classic cars are becoming rarer.

I feel proud that in the future I will get to own a classic car which was owned by my mum and dad.

Classic cars mean so much to me that I want to own as many as my dad when I am older.

When I am a grown up and I look back on my childhood I know that I will always remember having so much fun at classic car shows with my parents and I know if I own a classic car it will always feel like I can go back in time and remember how safe I felt to be a child curled up on the backseat of a Triumph Herald called Harriet.

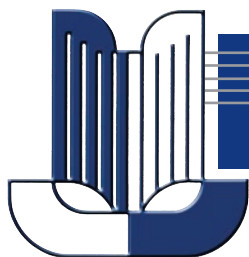
Jack

love to look at all of the classic cars and when there are races at Triumphfest I like to watch those too.

I like classic cars a lot because they remind me of history and

I find history very interesting. I like going to car shows because I can walk around with my dad and he teaches me about the cars and this matters to me, simply because he's my dad.





Lifetime Barnfind

by Tom Hartley

I'll take the High Road

I have a classic Triumph Herald Convertible; it was my first car which I bought with the money I earned in my year off, aged 18, and I am lucky enough to still have.

As part of an bi-annual Triumph endurance rally called the Round Britain Reliability Run, I was a co-



track winding roads through the Highlands and a true driver's paradise. The wind was in my hair, the sun glinting off the Loch and the car was giving the performance of a lifetime; my grin was from ear to ear. Sadly, however, my over-enthusiasm and the gravel on one particular corner got the better of me and we slid into what

driver in a friend's much enhanced Triumph Spitfire Hurricane doing the London to John O'Groats to Land's End and back to London round trip of 2000 miles in 48 hours, non-stop, hence the need for co-drivers.

After a Full Scottish Breakfast at the Seaview Hotel at John O'Groats with the 120 other entrants, it was my turn to drive. I relished this as the RBRR route from there South is along single





turned out to be a very large immovable rock with the front near-side wheel, badly denting the suspension. On the up-side, we weren't in the Loch, on the downside it meant that our RBRR attempt was over and Toby's Hurricane was going to need to be recovered. I needed to work out how I was going to make it up to him too.

We were in the middle of nowhere, alongside Loch Naver just east of Altnaharra in the middle of the Highlands. Lots of the other Triumphs had stopped to offer us help, sympathy and occasional good-natured derision but after the last of them left we just had to wait, all alone in the Scottish wilderness. About at the point that we were considering lighting a fire to stave off hypothermia and keep any wolves at bay (it is amazing how your mind plays tricks on you when you find yourself truly alone in the wilds) but probably only an hour or two later the breakdown truck arrived.

We were loaded up, grateful to be in a warm cab, and winding our way back to Brora on the east coast, ironically not far from John O'Groats.

Negotiations with the AA to get the much loved classic Spitfire Hurricane recovered back to Cambridge in one go instead of



the dreaded relay with its multiple multi-hour stops took a while. To fill some of the time I wandered around the breakdown garage's barns looking at all the varied contents. In one of them was a massive but unmistakable radiator, a huge length of



bonnet and an even larger limousine body behind. I had discovered 159GY, a 1930 Rolls Royce Phantom II sitting in what had once been the garage showroom, all looking a little dilapidated!

The barn find of a lifetime!

More by way of conversation than with any seriousness I said "That's a lovely car, how much do you want for it" to the garage owner as he'd come to find me just at that moment. 'Och, she's not well; I would say only double what your Spitfire's worth'. Perhaps he had been amazed at the Hurricane's agreed value, just into five figures, but it didn't seem like very much for such a whole lot of automobile. Eventually the Hurricane's recovery was agreed and we spent twelve hours, plus a night in a Travelodge, alongside the recovery guy, heading south, and I asked a million questions whilst my brain fizzed with what this amazing golden discovery had in store.

The recovery garage owner had been on holiday seeing his sister in Florida when he had spotted 159GY parked out in front of a junk yard. She had been stripped of paint by the previous owner who had bought her to do up, stripped her naked and then run out of money and had her repossessed, something that had happened a couple of times in a row it appeared. She looked very sad and lonely. He decided there and then that he was going to be the one to save her.



He returned a couple of months later and set about the bare minimum to get her running so he could get her back to Scotland. He fitted a coil from a Ford, bodged an alternator where the dynamo had been, wedged a plastic barrel's cap over the hole where the Spirit of Ecstasy would have been and rewired where needed with offcuts of mains electrical cable. Having managed to nurse her back to limping health he drove her to the port at Jacksonville where there is, I was amazed, a roll-on-roll-off ferry from Jacksonville 60

Florida all the way across the Atlantic to Southampton in the UK! He flew back as that was cheaper than accompanying her for the weeks at sea and back in the UK he drove 700 miles down to meet her and picked her up on his recovery truck.

His plan was to ready her for his daughter's wedding which was in a few months time and then to enjoy some European rallies with his wife in style.

From the picture of what she was like then to what she was like when I found her he did an amazing job and one for which I, on behalf of all of 159GYs future owners and admirers, thank him from the bottom of my heart. He tidied her up quite a bit and got her running reasonably reliably, painted her in black over grey and threw some rugs over the remains of the seats that were well past saving. She did her duty for the wedding, taking him and his daughter to the church and the bride and groom to the reception. Sadly though, just before the wedding they learnt that his wife had been diagnosed with cancer; several months after the wedding she died.

Still in mourning he parked 159GY up and never got to take his wife on those rallies

he'd dreamed of. Although he took the Phantom to a few RREC meetings he couldn't face them without his wife to share the joy and decided to part with the Rolls. But, being in the middle of, or more accurately the very edge of, nowhere there weren't many people who were prepared to make the journey out to see about buying her. So there she just sat, quiet, cold and unloved,

in that fading 70's showroom. Perhaps that also explained why he had such low expectations on her value.

My brain fizzed on how to be part of this car's beautiful life. I'd never be able to afford her, but perhaps I could broker a deal and be the one to hand her over, making her temporarily mine for a few days?

The numberplate of 159GY is XX888. The XX and YY ranges were specific to Jack Bar-

clay of Berkeley Square apparently, and this was the original one she had had and was reclaimed by the owner when he repatriated it from America to replace her Californian plate. An idea struck me: I had heard on the news that the guys who had started up the 888 Casino you see advertised on the TV had sold up and made over £50million each. I put it to the garage owner that I could try and broker a deal to sell her to the 888 Casino guy.

The deal was clean and simple: he'd keep all of what he'd said he'd sell it for and everything above that we'd split straight down the middle, 50-50. I would get to be part of this beautiful car's life for a week or so, driving it down to Gibraltar where the 888 Casino man now lived for tax reasons, and I might make a few thousand out of it. It would be quite an adventure!

It took a bit of initiative and charm to work around the 888 Casino man's PA and to pique his interest but he was taken with the idea; a fitting trophy to show he'd truly made it. I had learnt during my research that the car was worth considerably more than what the owner wanted for it and with the extra value of the desirable numberplate, we might each be about to make perhaps ten or more thousand on top of that asking price.

However, it wasn't to be; after several weeks of negotiations and discussions he realized that Gibraltar was not a practical place to have an 18 foot 3 inch car. There isn't anywhere to drive cars to when the Spaniards and the HMRC make it hard for you to leave the island without an expensive tax bill, let alone anywhere to park one quite so large. I tried everything, but the buyer's decision could not be budged; I had to ring the owner and tell him that my rather creative deal was off.

I couldn't sleep. My mind just kept returning to that beautiful four-wheeled lady I had glimpsed in a far-away land. I had to do something.

I scraped together all the cash I could, I agreed a loan from my father, and with every penny I could lay my hands on added up together I could just, only just, reach his asking price. So I rang him up and said I would buy her!

I got the afternoon train down from Cambridge and changed to the Inverness Sleeper Train at London Euston. I didn't have any money to spare so I spent the night in a considerably cheaper chair, but despite my mounting excitement I managed a reasonable amount of sleep. At Inverness in mid-morning I



changed to the coastal bus service which, after more than two more hours, delivered me to Brora, half way to the tip of the UK.

I was grinning from ear to ear when I walked in to the breakdown garage. He welcomed me warmly, offered me a cup of tea and sat me down.

I was pleased for this kindness because of what he said next: 'No, that was not the price I had in mind' and that this new price was several thousand pounds more, several thousand more than what I had managed to skimp together!

Disaster! Naivety and stupidity not to have confirmed the price formally before boarding that sleeper train! Anger at being taken for a fool; embarrassment for actually being one. What to do?

After much heated debate and unlikely suggestions from me that I should just walk away we agreed a couple of extra thousand pounds on my credit card; all it could take. On principle, I wasn't going to agree to the full amount of his impressively effective financial ambush but I had to give him something. Looking back on it now, I'm glad I did; he later told me he gave all of the proceeds to his daughter as a very belated wedding present and I knew the car was worth more than he was asking; it was only fair he, or she, shared in that a little.

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RARE SET OF 3 WEBER INLET MANIFOLDS early 2000 engine (also fits the 1600 vitesse), fit Vitesse/GT6 possibly 2000 MK 1, slightly angled. Made for John Woolley for Vitesse rally cars, (Letters JW on them). Can send photos. £350. Alex Back (UK) 447966 847471.

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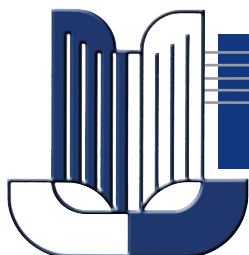
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Tel: 01672 514241 e-mail: spitfires@cadley.org.

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

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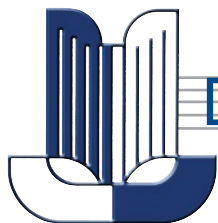
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April 2020

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Triumph Sports Six Club

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SCOT N. EAST	Danny Stroud: 07823 539047 Various - see report in Area news	LAST THURS. EVES.

NORTHERN AREAS

CHESHIRE	Henry Jones: 07779 878125 Cock & Pheasant - BOLLINGTON CROSS. SK10 5EJ	1ST THURS. 8.30PM
CUMBRIA	Roy Ross: 01229 316501 Tony Holliday: 01946 830663 Advertised in Cumbria News & Website	LAST SUN. 12 NOON
MANCHESTER	Wayne & Anne Ash: 07770 565670 Mark & Lorraine Kilgallon: 07954 784342 Moss Vale Hotel Lostock Rd, URMSTON. M41 0TA.	1ST TUES. 7.30PM.
NORTH EAST	Geoff Dent : 07773 440201 Deryck Beadling: 07939 068976 The Travellers Rest, Front St - WITTON GILBERT. DH7 6TQ.	1ST SUN. 7.30PM.
LIVERPOOL	Mark & Tracey Lamb: 07975 591421 Vikings Landing. Stonebridge LIVERPOOL. L11 2BD.	1ST TUES. 8PM.
LANCASHIRE	Kevin Makin: 07980 604021 Dennis Petty: 07951 727747 CONTACT AO's FOR MEETING VENUE	LAST TUES. 8PM
WIRRAL	Richard Lloyd: 0151 625 3172 Cottage Loaf - THURSTASTON. CH61 0HJ.	2ND TUES. EVES.
NORTH YORKS	TBC: AO NEEDED! Greyhound Inn - RICCAL. YORK. YO19 6TE.	4TH TUES. 8PM
SOUTH YORKS	Richard Oakes: 07702 492349 Crown Inn, Barnburgh - DONCASTER. DN5 7JQ.	1ST & 3RD TUES. 8PM
WEST YORKS	Alan Heaton: 07944 909823 New Inn - 170 South View Rd, East Bierley. BRADFORD BD4 6PP.	2ND TUES. 8PM.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487 The Bull & Butcher - CORLEY MOOR CV7 8AQ.	1ST TUES. 7.30PM.
DERWENT VALLEY	Colin Wright: 01773 531580 Various - See Derwent Valley Facebook Page or Courier.	CONTACT AO
LEICESTER & RUTLAND	David Smith: 07770 650802 Rose & Crown - 45 Main St, THURNBY - LEICS. LE7 9PJ.	1ST TUES 6.30PM
LINCOLNSHIRE	David Samways: 07709 565118 The Kings Head - 31 High Street, NAVENBY. Lincs. LN5 0EE.	2ND TUES. 8.00PM.
NOTTS	Nigel Hill: 07976 163006 Sandy Pate Sports Bar - MANSFIELD TOWN FC. NG18 5DA.	3RD WED. 7.30PM
NORTHANTS	Nigel Hawes: 07879 491778 Overstone Manor - Sywell - NORTHANTS. NN6 0BB.	2ND WEDS. 8.30PM.
OXFORD	Thomas Cope: 07972 039532 Duke of Cumberland's Head - CLIFTON. OX15 0PE.	3RD TUES. 7.30PM.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358 Charlie Noble: 01778 392629 The Five Horse Shoes, Barholm - STAMFORD. PE9 4RA.	2ND MON. 8PM
SHROPSHIRE	Bill Bate: 07887 605778 David Embury: 0770 1049881 Simon Morgan: 07786 806189 CONTACT AO's FOR MEETING VENUE	3RD WED. 7.30PM

AREA DIRECTORY CONTINUES OVERPAGE

MIDLAND AREAS Contd.

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

EASTERN AREAS

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

SOUTH EASTERN AREAS

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

SOUTH WESTERN AREAS

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

WELSH AREAS

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

NORTHERN IRELAND

NORTHERN IRELAND	Doug Hogg: 07707 288233 Nortel Social & Athletic Club NEWTOWNABBEY BT37 0EB	1ST WED. 8PM.
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International Contacts

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AUSTRALIA (Queensland)	Richard Graveur	randagraveur@gmail.com
AUSTRALIA (Victoria)	Richard Stewart	rlslaw@bigpond.net.au
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DENMARK	Morten & Lillian Hildebrand	hildebrandrandi@gmail.com
FRANCE (Poitou Charentes)	Victor Thompson	vcandvh@gmail.com
FRANCE (Central)	Ray Lomax	lomaxcreuse@gmail.com
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SWITZERLAND	Philip Bellamy	0041 79 347 1221
UNITED STATES	Ben Blaney	benblaney@gmail.com



TSSC AREA NEWS

AREA LIAISON OFFICERS

email nigel.hill@hotmail.co.uk
Tel. 07976 163006

Wow, this wasn't a comment planned to go in this months ALO report. This is so important for everyone to follow the guide lines given by the Government to share with our members and also by the decision also taken by the TSSC Council of Management. We are looking at a little change to all our agendas.



Starting with the TSSC AGM in April which is cancelled until a safer time that we can go ahead later in the year to hold it. Also a lot of planned gatherings around the country are cancelled. We will keep you updated on social media, text and email of events which are cancelled.

We would like to take this opportunity to say to everyone please be careful, follow the Government guidelines and stay very safe and well.

Also remember our Staff at HQ are self isolating to stop any of our team being ill. But you can still telephone them for any orders and information.

Once again we thank you for your cooperation in this matter, if you have any further information that is important for us as a Club to know please don't hesitate to contact HQ or us on the usual means of contact.

Stay safe.

Cheers

Nigel and Di.

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipe.org
e-mail: spitfires@cadley.org

We've had another good Sunday lunch meet in March at the Tipple inn in Collingbourne Ducis, though a slightly smaller group than previously. Very good food though and we were well looked after.

It has been gently - and then more forcefully - brought to my attention that I've been mixing up the meeting dates in the Area News over the last few months. Apologies to anyone who turned up at the Downgate or the Royal Oak on the wrong day and couldn't work out why they couldn't see any Triumphs in the car park or familiar faces in the bar.

Mea culpa. I have to blame my increasing forget-

ALO REPORT . . . ANDOVER EAST BERKS

fulness for not double checking I had them correct. So, this month, I have most carefully checked several calendars to ensure that they all have the same numbers on the same days and have come up with the combination shown at the bottom of this piece. And then I got Guy to check them!

We are very aware of the increasing epidemic of the coronavirus and of course official recommendations are changing all the time but, for the time being, if it is possible for us to continue with our pub meets - if pubs and restaurants are not closed - we will continue to meet as planned. However, we do ask all of you to be very careful with your health and although we've love to see you at the meets, if you are at all unwell, please stay home and look after yourselves.

We see that already the 4x4 & Vintage Spares Day at Chieveley originally due to be on 5th April has been postponed until 16th August although we have yet to hear anything specific about the Spring Vehicle Meet Easter which is planned for Easter Monday, 13th April. Updates on this event are likely to be shown on their Facebook page. Similarly, although we were planning on taking Classic Repro and a bunch of Guy's autojumble to the Bicester Scramble at the end of April, we will probably now wait a little to see if that's likely to go ahead before committing to doing that event.

And just after that of course is **SEM on 3rd May (CANCELLED)** this year, a week earlier than usual, due to the switch-around of the bank holiday dates (someone else messing with the dates this time, not me). Again, we await developments but will attend this event if we possibly can.

So, for now, we hope that everyone stays safe and healthy and look forward to seeing you whenever we can.

Guy & Suzie

**April 9th - Regular meeting at The Royal Oak,
Goodworth Clatford, SP11 7QY**

**Easter Monday, April 13th - Spring Vehicle Meet
at Newbury Showground, RG18 9QZ**

**April 26th - Sunday Scramble and Autojumble
at Bicester Heritage, (CANCELLED)**

**May 3rd - South of England Meet at
Leatherhead Leisure Centre, (CANCELLED)**

EAST BERKS

Tel. 01189 321390

www.freewebs.com/eastberkstssc/index.htm
e-mail: qbrown6914@btinternet.com

7 at the Shire Horse meeting tonight, pub quite empty, for some reason!

Paul's Spitfire now has an MOT and an insurance valuation, sorted! He's been persuaded to buy a set of Mintex brake pads, not yet installed, but he will

CAMBRIDGE . . . CHESHIRE



TSSC AREA NEWS

soon find out how good they are.

Richard has got the Atlas safe after last month's panic removal from his old restorer. Sadly the landlord had doubled the rent and the restorer decided to call it a day. Another one gone.

I've fitted the new vinyl seat covers to my GT6, made by Owen at Park Lane, unfortunately they make the rest of the interior look past it's best.

So I've ordered a new arm rest cover kit and I'm contemplating door cards.

Malcolm knows Owen and told us all about his set up and the lady who does the stitching. Malcolm also told us about a fit problem he's having with alloy wheels. He'd not noticed that some were a poor fit, probably due to the volume of spares he's got, 20! Where does he keep them all?!!

Andy Cook had his GT6 re-valued by Bern at a recent event, I'm quite relieved as I was supposed to do it, but Andy took the opportunity. I really wasn't looking forward to valuing the TSSC GT6 Registrar's GT6!

John told us about the wind/turbulence deflectors he's fitted to his Vitesse, they work very well and he's pleased with them. Worth the money.

Steve brought in a black and white drawings of his GT6 and 2000 his kids had commissioned and presented him with. Very pretty!

We talked about Andy Collins who has a lovely black GT6 mk1 which he's owned from new. We haven't seen him since last summer, but it appears he's moved to Cornwall.

Doug

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

The night was cold and clear but we had six Triumphs in the Plough carpark and two of them brave or fool-



hardy enough to arrive with their roof down. The pub was unusually full when we met so we had to fit in where we

could and ended up spread throughout the carpark.

Mike filled us all up with cake for his birthday; carrot cake and lemon drizzle! Tim filled us in on his new chassis work which now looks superb like a nut-and-bolt restoration. He has been working all hours to get it finished and back to the bodywork guys to put it all back together. Toby said that his planned Alps trip had not got enough people signed up for it and has been cancelled. Talk instead was of an alternative to the Lake District which the other Mike said he

would help with. There seemed to be some interest in the Dunwich Fish and Chip Shop run on March the 15th but it did remind some people of the very soggy arrival we made there last time we tried it.

Please contact me for Details on next Meetings etc

Tom

CHESHIRE

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www.tssc.org.uk

e-mail: cheshire@tssc.org.uk

Last year at this time I noted that I'd driven round the locality in Hark the Herald, in shirtsleeves, and not felt cold. This year the weather is just a little different, with almost every day having a raindrop or two on its forecast. And our back garden has spent a considerable proportion of the time with two very large puddles masquerading as lawn (or is it the other way round?). So when I saw blue sky I rushed out and took Hark the Herald's valuation photos. If you have been more seriously affected by the weather, you have my sympathy.

The Cast Iron World Directors have been doing things. The MD has dismantled his 'unused' engine, and a man in darkest Bredbury miked up the pistons and said 'they're worn out' (I think he used less words). Then he miked the crank and it's a lot bigger in the journal department than our documentation, so people are scurrying round trying to get the right data for what the crank should be. At the Branch Office, a little progress with paint stripper, followed by painfully slow progress filling dents that were not even known to exist. At least the petrol tank came out without issue, once the technique was discovered. I am tempted to buy a syphon device, as 98 unleaded tastes absolutely disgusting, even if (as one helpful person suggested) you put a slice of lemon in it.

A gearbox in Gee Cross (that's posher than Hyde, apparently) has had its overdrive fettled to cure an oil leak generated by a previous owner trying to bodge up a J type mounting in a TR5. I also hear that a GT6 engine in Buxton (I think) has fired up obediently after a lengthy spell of inactivity.

We have a definite plan of sorts for Drive It Day. We will start at a place to be agreed (somewhere near Macclesfield) and progress around the countryside to a garden centre somewhere near Knutsford, where things may be bought and lunch will be consumed. This part of the day is to be planned by John. After lunch, we will progress around the countryside and arrive at the Crewe Heritage Centre (it's a train thing) and spend an hour or two there. From there, we will make the short trip to Bennet Towers, to partake of a cup of tea and an inspection of the garage. This part of the day



CHESHIRE CORNWALL . . . COVENTRY

TSSC AREA NEWS

Cheshire Continues

is to be planned by Richard. We will then depart for the Old Hall at Sandbach to take our evening meal at 6pm. From there, we will all return to our respective homes.

The Restoration Show at the NEC was discussed but there did not seem to be much enthusiasm. Our man from Leek won the prize for the Triumph (Bond) in the car park, despite the cool temperature.

In April, we have the TSSC AGM on the 19th (**CANCELLED**), the Sandbach Festival of Transport on the 18th and 19th, And Drive It Day on the 26th. A reminder to put your applications in for this year's shows!

Please contact me for Details on next Meetings etc

Henry

CORNWALL Tel. 07979 464643

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

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

Hi All, Good to see you all at last months meeting, back at the Hawkins Arms Zelah, good discussions had with the plus side of a good evening meal.

On Sunday 23rd February it was Malc's car run, once again a lovely route taking us from our starting point of Chacewater Garden Centre, where we all gathered for a morning coffee, taking off in staggered starts, this very pleasant road run took us through Perranwell Station, Stithians, Helston, taking the road towards Penzance, through Ashton, Praa Sands and Rosudgeon. A right turn was needed to take us into Marazion then into Penzance, taking route along the sea front, it was there that we continued through Penzance, passing Madron, across the moors, fan-



tastic road to drive. It was then a right turn towards St Ives passing Zennor on our left. We followed this road for a few more miles passing Eagles Nest, artist Patrick Herons family home, to our destination of the Balloon Inn at Towednack, Lelant Downs for a great roast dinner. A brilliant drive for everyone and a wonderful meal had. Thanks Malc for organising this event much appreciated.

Onto this month April, we will be meeting for a drive

out for Drive it Day on Sunday 26th, details of this event will be posted out on our Cornwall Chat site but I shall also pop it onto the Cornwall Area Events page on the TSSC site. Please phone me if you would like to attend , plans so far on this event will take us to The Cornwall War Museum at Davidstow and of course a nice meal out as well.

Thanks all for your continuing support , please come along to a meeting it would be good to see you.

Happy and Safe Motoring

Please contact me for Updates on next Meetings/Events etc

Carol

COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@yahoo.co.uk

Hi Folks. Well thanks to Ciara and Dennis February was a bit of a washout, we did not go to the Heart of England meet on Sunday the 9th due to the horrific weather, didn't even venture out of the house.

The next Sunday the 16th was our Dalos Day Run, although bad weather all week still 9 of us in 4 cars assembled in the layby on the A444 Nuneaton to commence the route, unfortunately Roger's Stag would not start so Dot jumped into the XR3i Cabriolet with us leaving Roger and his son Phill to wait for the AA and hopefully join us later at the pub. S off we went all going fine until when we were going through a flood following Steve & Sharon, we hit a pot hole and the XR3i immediately cut out so there we were sitting in the middle of a flooded road going nowhere, even though the water was approximately 9 inches deep Phil jumps out and starts pushing leaving Lyn to steer, it was only after some shouting he realised Lyn couldn't steer, he had the ignition keys in his pocket, keys back in ignition he managed to push the car clear of the flood, not only was he soaked up to knees the rain was now lashing down, a tow rope was produced thanks to Keith, then Steve towed us into a layby just round the corner on the A444 near Sibson. Tried jump starting the car but it was not having it, wouldn't even turn over. So Lyn and Dot jumped in with Keith and Trish leaving Phill to and wait for the RAC. Steve by this time was also soaked through so it was decided to abandon the run and to go Steve and Sharon's home so he could have a change into some dry clothes, they all then proceeded to the Admiral Nelson in Ansley for a nice hot meal while Phil was still shivering in the layby, they were now joined by Roger & Phill having got the Stag going, the AA man tapped the petrol pump and it fired up. Thanks a lot you Dalos Guys! hope you enjoyed your meal. No only joking it was the sensible thing to do no use everyone getting cold and wet as by now the RAC had arrived and got Phil going again. The RAC patrol man was excellent

CUMBRIA . . . DERWENT VALLEY

TSSC AREA NEWS



he spent an hour and a half working on the Escort firstly taking the plugs out and pumping all the water out of the cylinders where it had all been sucked in causing the engine to hydraulic, the water came out the plug holes like a fountain in Trafalgar Square, then with plugs back in and the engine turning over the water was forced out of the exhaust, so it was fingers crossed it would start again, no such luck, now no spark. It turned out that due to the shock of hitting the pothole the cut out for the fuel injection cut in, the relay was bypassed and it fired straight up, HOORAY! Well done RAC man. Great Phil can now go to the pub and join them, to late, Lyn phoned and she was on the way home courtesy of Steve & Sharon. Then to top it all as Phil closed the boot lid the rear number plate dropped off. Still Phil got home safe and sound if a little wet. What a day you couldn't write it if you tried.

Not a great day out in great cars but for some the company was still great. Thanks Dalos Guys for all your help much appreciated.

Regards

Phil & Lyn

Please contact me for Updates on next Meetings/Events etc

CUMBRIA

Tel. 01229 316501

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

Jem from Millom came to our January meeting at the Pennington Arms, Ravenglass, which made a total of 14 members. The pub was mostly closed for redecoration but the staff went out of their way to accommodate us in another room. Jem is probably our youngest member in Cumbria, early 20's. Ray and I have been helping him put his Mk4 Spitfire on the road last year and we hope that we will see it at the shows this year. Unfortunately for Jem the Spitfire became a money pit. The list of things wrong was endless as previous owners had bodged most things.

As usual the shows for the coming year were discussed and at the March meeting we should have the list finalised. There are a couple of new ones the Northern Dolly day at Muncaster Castle 12th July, which now makes that something on each weekend in July. We hope that this Corona virus thing does not shut everything down. Just when you think that you have seen it all, when travelling over Corney Fell to the January meeting there was a large fridge dumped in a passing place close to the top of the Fell. Unbelievable. Anne took a photo just to prove that we were not making it up.

Tony took the reigns for the meeting last month, Feb at Thirlspot, as Anne and I were away. A few members could not make it for one reason or another. Nigel mentioned that the Gosforth VE day parade is

to be held on the 8th May and vintage cars have been invited to take part. Parade start time 10.45 am, muster at Wasdale road outside the church then proceed to Gosforth Playing Field where they can be displayed, owns can take part in the various activities. Rogers Acclaim is still an ongoing project. Trip out to the Fat Lamb Ravenstonedale 19th April, Drive it Day, Tony & Helen are going to sort out run meet up points and it will be discussed at March meeting. In previous years we have all gone to Dalemmain House but decided it was time we did something different.

Hopefully by the time you are reading this my new garage will have arrived and I will have got my cars out of the containers where they have been kept nice and dry over the winter. If anyone is looking at storing a car next winter I can highly recommend the firm in Barrow I used.

Safe motoring

Please contact me for Latest Updates on next Meetings/Events etc

Roy

DERWENT VALLEY Tel. 01773 531580

e-mail: colin.tssc@btinternet.com

Hi All. Another good turn out for this month's meeting back at our usual haunt. A lot of banter as is the norm, followed by a quiz. This month's was a mixed picture quiz of places, singers, film stars, and a few "say what you see" thrown in for good measure. The guide for this quiz was to expect scores of 9/20.

The lowest score was 10/20 which goes to prove that Triumph owners are above average when it comes to Trivia.

We had a conversation with regard to alternative venues for our monthly meeting (all of them were pubs) and the general consensus was that it was preferred in the spring and summer months so we were travelling in daylight. It was agreed that April's meeting would be at our normal meeting place and we will have an Easter Egg raffle.

That's all for now. Have fun in your Triumph - Please contact me for Latest Updates on next Meetings/Events etc

Regards

Colin

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk
News in By 8th of Month please



DEVON

TSSC AREA NEWS

DEVON

Tel. 01548 821348

www. www.tssc-devon.org.uk

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

or e-mail : nigelk57@gmail.com

Facebook - TSSC Devon

Another good turnout for February's Club night at the Claycutters on a wet and windy evening. From East Devon we had Ian B, Ian M, Dave and Shane (despite it being Lisa's birthday!). A good contingent from Plymouth way including Jon, Phil, Bob, Tracey & Marc. Mark P has acquired another Triumph, but a bike this time. I could not make it but John and Nigel did the honours between them, taking names for runs and entries for Powderham.



After a show of hands, members voted for an additional run on Sunday 5 April - see below for details. A reminder that Drive it Day on 26 April will be the East Devon run organized by Shane and Dave.

Rob Lingard and his boys arranged a fantastic run on 1 March. Dodging the Storm (let's call it George), we started with a coffee at the Two Mile Oak pub which opened especially early for us. We met up with Andy a local Club Triumph member who has a TR4A and previously trialled a TR7 so will be known to many of our members. The run took us through Littlehempston to Staverton, using lanes I never knew existed, on to Ashburton, up via Ilington to the moor, picking up Jane & Mark on the way. We had heavy sleet on the high moor. At the Warren House Inn was a dark blue/black round tailed E Reg Spitfire - anyone know who it was? before dropping down via Bovey Tracey back to the Passage House Inn for lunch. Tim & Dawn left us in the Burlington at Moretonhampstead, as it was Dawn's birthday, but poor Dawn had a wet behind as the sleet came in via the side screen! I did promise not to tell but -----! The pictures taken up on the moor tell exactly the same story as those taken at the same spot in March 2019! Wet wet wet. We had a good number of other Triumphs out including Jacky's 13/60, Dan's Acclaim, TR6's of Dave and Mark & Jenny, Steve in his 2000,

and Spitfires of Nick and organiser Rob.

Having sent out my regular March email update, I contacted Gareth's sister Anna who told me he is in the land of Oz for a few months but he has left his Herald behind. Hopefully Anna will persuade her Dad to bring her out in either the Spitfire or Herald before long!

Our winning Skittles streak came to an end despite our 'practice' session. An ignominious defeat to the Stag Owners Club with the Dolomite Club in second place. Our Nigel did the scoring - not saying anything(!!) but it was a comprehensive beating, which even my 'lucky' jumper could not help with.

No Triumphs at all out due to the continuing vile weather.

COMING UP IN DEVON

SUNDAY 5 APRIL - WEST DEVON RUN

Jon C is organising - a run in the West Devon area. Meeting at Knightstone Tearooms, Crapstone Road, Crapstone, Yelverton, PL20 6BT at 10am for bacon baps and tea/coffee. Leave prompt at 11:15 - 11:30am. A 2-3hr run through West Devon taking in the sights including Devon's take on the LeMans Mulsanne Straight (chance to take the Triumphs to the limit - speed limits apply) Return to Knightstone tea rooms for light lunch at 3pm.

APRIL CLUB NIGHT - WEDNESDAY 15 APRIL at the Claycutters Arms, Chudleigh Knighton TQ13 0EY. If you have not joined us before, come along with or without your Triumph. Partners always welcome too as we do not always talk cars! Good food. Now evenings are lighter, if you would like Nigel or myself to value your car for insurance purposes please let us know.

DRIVE IT DAY - SUNDAY 26 APRIL - EAST DEVON RUN

Dave F and Shane B are organising this run. Starting at the top end of Exeter Services car park. 10.30am for 11 am start. Carvery lunch booked at the Hare & Hounds at Farway on the Sidmouth Road for 1 o'clock. After lunch, a drive down to Sidford before dispersing homewards. There will be loads of Triumphs in the East Devon area that day as the Devon Area of the Stag Owners Club also have a run in that direction. Don't forget to wave nicely to each other!

Powderham entries - don't forget we need to have your internal Devon entry forms back before mid May at the latest please.

Please remember that for the runs which include refreshments, we do need to have your names at least a week beforehand so that sufficient space can be booked at the venues.

DEVON CALENDAR

Sunday 5 April West Devon run from Yelverton

Wednesday 15 April Club Night at the Claycutters

DEVON NORTH . . . ESSEX

Arms

Sunday 19 April TSSC AO Seminar and AGM in Leicestershire

Sunday 26 April DRIVE IT DAY run in EAST DEVON

Due to Coronavirus Please contact Sue for Updates on next Meetings/Events etc

Sue, John & Nigel

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FB: www.facebook.com/groups/134271493433942/

The 5th March meeting was another wet affair, and we are all hoping that with the arrival of spring, we can escape the relentless wet weather which seems to have been with us virtually constantly since October.

It was good to see the return of Alan and Janet, who had unfortunately missed the January and February meetings due to illness. Both were in good spirits, looking forward to various holidays this year and telling us about the work that Alan has been doing to the Spitfire.

The Spitfire has been having a comprehensive re-spray (including chassis). It already looked fantastic in my opinion but Alan has never been happy with the paintwork as there were some differences in shade on different parts of the car. We look forward to seeing the Spitfire again soon.

Darren had just moved house and was busy trying to sort various things out like getting broadband working properly, getting DIY jobs done etc. As a result, the work on the Spitfire has taken a back seat recently but I'm sure he'll have it done soon (probably before my TR4 at the rate I'm going).

We were also joined by stalwarts Mike and Irene, who travel the furthest but always make the effort to join us, as well as Geoff and Dawn, Mick and Sue, Malcolm and Mandy.

Malcolm appears to have run out of material for his wonderful "Show and Tell" sessions so we will have to think of an alternative activity.

My son Matt joined me and ate his own food, a dessert and half of Darren's chips!

Coming Up:

26th April – Drive It Day. As well as the East Devon run (see details from Sue Franklin), there will be a North Devon Run to the Milky Way – contact me if you would like more details.

Due to Coronavirus Please contact us for Updates on next Meetings/Events etc

Andy

TSSC AREA NEWS



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

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

Facebook. Triumph Sports Six Club Essex Area

In January I started to replace the alternator on the GT6 when doing it I thought you may like to know a few tips.

Before running out and buying a brand new alternator for your Triumph, just take a bit of time and do a couple of tests. Other than the little red light inside the car not going out. First test when the car is running is to check to see if you are getting at least 13.5 to 14 volts from the battery using a multi meter, if you do not then this would mean your alternator has a problem.

If you have an amp meter there should be about 45 amp's from the big wire which comes from the alternator this job is reasonably easy.

To remove the alternator, you have one top locking nut and bolt and the bottom nut and bolt holding in the alternator, remove the alternator and your first point of call is to check the brushes are still intact.

To get into the back of an alternator, this is easy, you have two Cross head screws holding the back cover plate.

Then inside two more holding the housing for the brushes, to check the brushes you need to undo the top for little screws the brushes are attached by a spring and should just slide out. Most times you will find the wire has broken and this is all you have to replace, the voltage regulator is attached to the side and is quite easy to replace as well.

If you find the front pulley moving then you will need to replace the two bearings and also the clutch.

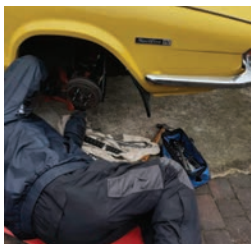
Myself, Sue, Ron, Petra, Andy & Nick met up for our Annual weekend gathering staying at The Village Hotel, in Dolomite Avenue, Coventry, which was built on the old Triumph Factory where all the roads are named after different Triumph models. On the Friday we had a nice meal in the bar of the hotel. On the Saturday Ron & Petra went off to a craft fair at the National Motorcycle Museum in Bickenhill, near Birmingham and the rest of us went to The Black Country Living Museum in Dudley. What a lovely place with lots to see, we will return again when the weather is warmer. In the evening we all meet up again and walked to The Newlands where there was live music. We had a great evening with lots of laughs.

An early start on the Sunday to go to the MG & Triumph Spares day at Stoneleigh where we met up with others from the TSSC. I bought some very important large pieces of metal which I explained to Sue

that they were very important!!!? Looking forward to next year, maybe we will change the venue to make a change.

Unfortunately Navestock Auto jumble on 16th February was cancelled due to bad weather. Hopefully it will be on next year.

Mick & Marion's Mk4 Spitfire has had some work done to it. Allan went over to put new UJ's in both sides and Mick helped him. Whilst they had everything off they put poly bushes on the radial arms on both sides. Mick has now put



in a new radio aerial, glove box, redone the dash and all the dolly wheels have been refurbished. Mick & Allan also replaced the steering bushes.

Up & Coming Events for April

Sunday 12th - Club Day at Transport Fest at Maldon Museum of Power, Lanford, Essex CM9 6QA
Contact Mike for details & Tickets.

Sunday 19th Battlesbridge Classic Car Breakfast SS11 7RF

Sunday 26th - Drive it day - Braxted, Booking essential www.pbis-bbm.everbrite.co.uk

Sun 12th - Club Day at Transport Fest

Due to Coronavirus Please contact us for Updates on next Meetings/Events etc

Mike & Allan

IMPORTANT NOTE

**E-mail news to: courier@tssc.org.uk
News in By 8th of Month please**

NEW AO - NEW AO - NEW

Gatwick

Tel. 0151 5491267

Hi All. Well The Gatwick Area is back!

We hope to have as many of you local Triumph fans with or without your pride & joy, come along to our **8pm 2nd Tuesday of the month meet at the Red Lion, in Turners Hill, RH10 4NU.**

This month it's on the 14th April. The Red Lion is a great little gem of a pub, with welcoming landlord and staff, serving traditional beer, such as Harvey's.

We plan to go to a few shows, like the South of England Meet, 2nd/3rd May (**Cancelled**). Isle Wight Camping Weekend, 7th/8th/9th/10th May.

Plus and this is a must if last year is anything to go by, The Inter-Cub Triumph Weekend 14th/15th/16th August. And of course some local shows as well as Drive it day on 26th April

Anyone going to Le'Mans Classic 3rd/4th/5th July?

Hope to see some old as well as new faces at the Lion. Call me if you need directions.

Due to Coronavirus Please contact Me for Updates on next Meetings/Events etc

All the best

Tony

HERTS & BEDS Tel. 01582 750943

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

Hi folks. I'm getting back up to speed, so here after a committee night of debate we have the following outings plan for the 2020 season. Details will be sent out locally by e mail as they get closer.

Fawley Hill is fully booked up any questions drop me a line

Due to Coronavirus Please contact Me for Updates on next Meetings/Events etc

Pete
and Team

JULY 12TH CHILTERN OPEN AIR MUSEUM CLASSIC

<https://www.coam.org.uk/events/classic-vehicles-show/>

AUGUST 31ST ?BUCKS RAILWAY PRE78 CLASSIC DAY (MARTIN)

<https://bucksrailcentre.org/article.php/13/plan-your-visit>

SEPTEMBER 27TH DUXFORD PRICE AS LAST YEAR £16

Due to Coronavirus Please contact Me for Updates on next Meetings/Events etc

LEICS & RUTLAND Tel. 07770 650802
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TSSC AREA NEWS

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Firstly let me apologise for missing the March area news, I am still getting used to a deadline day.

Twenty Two area members attended our pork pie making evening at the world famous Dickinson and Morris Ye Olde Pork Pie shop Melton Mowbray and a very nice, educational experience was had by all. Twenty area members set off for Gaydon on Sunday the 22nd



March, taking the beautiful drive down the old Fosse Way into Warwickshire, for some this was a first time visit to the British Motor Museum, while for others it was a long overdue return.

Another area favourite, Steak Night at Launde Abbey with Twenty members already booked in for an evening of good food, good conversation and fantastic company on the evening of Saturday April 4th.

Myself and a number of area members will be attending this year's AGM on the 19th April. If you are in the Leicester and Rutland area and unable to attend but wish to ask a question or raise a point let me know I may be able to ask on your behalf.

Preparations are underway for this year's Drive it Day on the 26th April with a planned drive and on foot treasure hunt around some of the most stunning villages in Leicestershire and Rutland with possibly a small stop at a local hostelry for some light refreshment along the way.

As an area we are looking forward to attending a number of events this year including the Peak Run 18th -21st June, Rempston Steam Rally & Country Fair on 11th and 12th July, Northampton Area camping weekend 17th-19th July, The International weekend at Stratford 18th-20th August and not to forget our very own 35th Anniversary Sunshine Rally 7th - 9th August. With preparations now well underway for what we hope will be a special 35th Sunshine Rally celebration weekend look out for the booking forms out now.

If anyone would like further details on anything we do as an area or you require a booking form for our Sunshine Rally email or call me we would be happy to hear from you.

Due to Coronavirus Please contact Me First for Updates on next Meetings/Events etc

Dave

Hi Folks, well here we are in April, the month that it all starts happening. A few events this month to whet your appetite for the coming summer. First up is the usual opener at Detling. Not a bad day out if it's warm and dry, hope it's not like last years cold and damp experience. They do have some cracking food stalls though, the pie stall springs to mind. There's quite a bit of indoor stuff as well to look at should we need thawing out.

The Medway Festival of Transport at Chatham historic Dockyard is on over the Easter Weekend, which always an interesting place to go. The lads especially like looking at some of the Steam Punk people ha ha. This years 'Drive It Day' event is at Braxted Park in Witham. Normally we'd do the run with the Charity Classic Vehicle Club but I think everyone seemed to agree that they've priced themselves out this year with their entry fee. Anyway, we'll give this one a go, should still be a good day out.

Onto other news - way back in the coldness of February a few of us popped up to the MG and Triumph Spares Day at Stoneleigh. It was a lads only day as the WAGS don't really like rummaging through rusty bits. Myself, Malc and Paul travelled up together to meet up with Chris and Kev and Andrew of course, who was allowed out to play after earning some Brownie Points ha ha. Plenty of goodies were bought, including by myself who didn't really need anything but still managed to come home with a couple of bags. One thing I was looking for was a Breaker Bar and it goes to prove they you need to shop around. The same bar was for sale on 3 different stalls with prices ranging from £10 up to £24, same bar, same make. Obviously I went with the cheapest lol.

I think most of us took advantage of the Classicline Insurance stand and had quotes done, which all came back pretty reasonable. I can see a few of us moving over to them in the coming months.

It was good to meet up with the other lads and lasses from TSSC land for the first time this year, all looking forward to sharing more laughs at upcoming events over the summer.

We had our February meeting once again at the Royal Hotel in Purfleet. Once again it was a nice laid back atmosphere, just what we're looking for. 10 of us turned out for lunch and banter. We might have to incorporate it into our diary on a more permanent basis. Maybe alternating meetings between there and the Wharf. I was going to do some work on the Herald

M25 East Continues

today but it's raining so, I'm sitting on the settee writing this instead. Before I go, there was no photos for this month so I thought



you'd like to see a couple of happy sunny pics from days gone by - all the best

John.

Due to Coronavirus Please contact Me for Updates on next Meetings/Events etc

April Events - Saturday 4th - Heritage Transport Show (Detling)

Sunday 12th/Monday 13th - Medway Festival (Chatham)

Sunday 26th - Drive It Day (Braxted Park)

MANCHESTER Tel. 07954 784342

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www.tssc.org.uk

www.facebook.com/groups/tsscmanchesterarea

For our March meeting we had a good turn out of 15 members, not bad for a dark cold damp windy winter evening, so thanks to all who turned up.



Obviously this Coronavirus is dominating all areas of day to day living at the moment and looks like it will get worse before it gets better, so I hope all members and their families get through these tough times ahead.

It's difficult to say what's going to be allowed ahead regarding classic shows etc so will have to discuss and plan it on a month by month basis and see how it all pans out.

One thing we were all looking forward to this year was a new Classic Car motor museum which was due to open in Derbyshire in the spring, sad news is the plans have been scrapped.

An update on area members cars. New member Craig has put back in his refurbished engine in his

yellow Spitfire 1500, looks amazing got it started ok just needs the carbs setting up correctly. I put on a new full length exhaust on my Spitfire 1500, reverted back to original spec as the twin exhaust cherry bomb set up I had made me sound like a right yob seemed a good idea at the time lol, neighbours will be happy now. I got the engine all warmed up and discovered a water leak around the water pump so that's my next job also replaced the o rings in my Vitesse carb jets with the correct fuel resistant ones as I had the wrong type in. Monty's been tinkering with his brake master cylinders and brake lights on his Bond and Geoff has replaced his diff in his red GT6 and Pete has put back in his repaired and reconditioned gearbox in his TR5. Paul's yellow Spitfire 1500 has been setting up tappets and carbs following his engine install and bought himself a timing light to set up the timing ready and a carb balancer for its maiden voyage.



For news and updates please check out our Facebook page TSSC Manchester Area or join us at our monthly area meetings where you will be warmly welcomed.

Well that's all from me this month and again you all take care.

Due to Coronavirus Please contact Me for Updates on next Meetings/Events etc

Cheers

Mark

NEWBURY

Tel. TBC

e-mail: malcolm.hannington@btinternet.com

Hello everyone. It is good to back be among you and a big thank you for all the kindness shown to me as well as the wonderful tributes to Josie who I miss immensely. As I am on my own I am taking the opportunity of a pub meal wherever I can and I was not disappointed at the Travellers Friend on the 12th Feb where I enjoyed the Cumberland Sausage dinner with lots of gravy and veg just how I like it.

Robert has finished his Vitesse bar for some finishing off. The engine ran but leaked oil and water from the front. Engine out, front stripped and rebuilt,



NORFOLK

TSSC AREA NEWS



hooray, no leaks. Just needs front wheels and a road test. We look forward to hearing more news on that next time. We all exchanged stories about modern cars and trouble with sensors.

We looked through an old club calendar from 2012 which jogged a few memories. Steve was amazed at the first prototype sat nav system on the Gifire. Ian discussed the possibility of a joint run with the TR group.

Also driving licence renewal at seventy, ummm I am 70 this year so will have to look into that.

Which brings me on to my 70th party on Sat 25th July 2020 at Thatcham Football Club starting at 07.00 pm. I will provide a disco and a buffet, also a live band if I can get one. Drinks can be purchased at the bar at reasonable prices. The optional theme is dress as your era, fashion or pop star. I may come as Tina Turner if I can find my high heels!

I also need volunteers for a convoy of Triumphs for my Granddaughters prom on Wednesday 24th June 2020. We will convoy from Newtown Road through Newbury and out to Donnington Grove Hotel. After we will proceed to our club meet which may be the Downgate or a roving meet.

Present at the meeting were Dave and Mary in Golf, Steve and Sue in Mercedes, Robert in C-Max, Phil and Jackie in Polo, Malc in TR7, Ian in Seat and Nigel in Peugeot RCZ.

Our next meeting at the Downgate on Wed 26th Feb was well attended. Thanks go to out to Mary who organised a picture quiz which we all enjoyed, see photo. Joint winners were Ian and Roy who tied with Nigel and Tina, well done. Mary forgot the raffle prizes but it did not matter as everyone was head down and engrossed in the quiz, great fun. Ian is organising a quiz for next time.

Nigel's second Fiat 127 is coming along nicely with the welding done and brakes to sort out next. Guy is building caravans. Dave's Vitesse has its MOT next month so good luck. Ian's joint trip with the TR reg and Kennet Valley group is planned for 23rd May to the Crofton Beam Engines which should be in steam. Those present were Malcolm in Zafra, Robert in C-Max, Emrhys in GWR, Anthony in Nissan, Dave and Mary in Golf, Roy in KA, Ian in Seat, Guy in Volvo, Peter and Karen in Hi Lux, Nigel in Panda 4 x 4.

Next meetings

Maddi's prom request 24th June 2020 06.00pm at Newtown Road.

Yattendon show Sun 21st June 2020.

Henwick Thatcham show Sun 28th June 2020.

Newbury bloodwise show Sun 9th August 2020.

That's all folks, keep um rollin.

Malc

Due to Coronavirus Please contact Dave for Updates on next Meetings/Events etc

NEW AOs - NEW AOs - NEW

NORFOLK

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Our first meet at the Windmill saw seven of us bracing the snow and wind to attend. There was only one Triumph in the car park though (Triumph 2500). Which, considering the weather, wasn't surprising. Roll on the good weather! It will be good to see a few more Triumphs in the car park.

Under discussion were some of the TSSC weekend events Norfolk members are hoping to attend this year. The Inter-triumph rally at Stratford, the Le Mans Classic, SEM, the Isle of Wight along with Leicester and Rutland were among the ones members were looking to attend. So if you fancy going to any of these but are a bit unsure pop along to one of our meetings, say hello and let us talk you into it. It's always more fun to go to these events if you know a few faces beforehand.

If you want to receive the Norfolk Area email newsletter please send an email to paultsscnnorfolk@gmail.com and I'll put you on the emailing list.

Dates for your diary:

NOTE the April meeting at the Windmill Inn, Necton falls on Bank Holiday Monday 13th. Due to the pub being busy we're moving the meeting to Tuesday 14th April. Paul and Christina will be having meal beforehand (7.15) so please let us know if you would like to join us and we'll forewarn the pub.

Monday May 11th Monthly meet at The Oak Tree Norwich starting at 8pm.

A great selection of very reasonably priced meals are available so if you would like to join us for a meal we will be there at approx. 7:15 pm.

Monday June 8th Monthly meeting at the Windmill Inn, Necton. Paul and Christina will be having meal beforehand (7.15) so please let us know if you would like to join us and we'll forewarn the pub.

Meetings are on the second Monday of the month and start at 8pm.

Due to Coronavirus Please contact Us for Updates on next Meetings/Events etc

Paul, Christina & Mike

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk
News in By 8th of Month please



NORTH EAST . . . NORTHANTS

TSSC AREA NEWS

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Well I made it back from down under, unfortunately I couldn't bring the nice weather with me, in fact I think we brought the cold and wet with us instead,

Many thanks for Deryck for standing in while I was away and for Brian for doing all the booking's for our trip to Laon France

While down under I met up with a few Triumphs 2 x 2000 saloons and 1 Stag, The classic car scene in New Zealand is quite big, especially for old British cars and American muscle car's.. Out there they have to have the equivalent of a MOT every 6 months for cars and caravans over 25 years old, so all the cars we saw were in great condition.

The events Committee met up before our March meeting to discuss forthcoming events for the following season.

Here is a short list for your diaries.

April 19th. classic show Bellingham (with a short run up to Keilder afterwards)

April 26th Bobby Shaftoe run Beamish £20 entry fee (please contact ASAP)

Early May run out to North York's moors, (route and date to be confirmed)

May 15th-17th North York's area camping at Roxby.

May 17th Classic car show Chester Le Street Riverside park.

June 6th Ingleton Fair near Staindrop.

June 14th Morpeth fair and parade

June 20-21 classic weekend Aln valley railway

June 21st Paxton house Berwick.

I think that is enough to be going on with for now if you need any info on any of these events please contact me.

Due to Coronavirus Please contact Geoff for Updates on next Meetings/Events etc

Don't forget if you want to go to Silverstone we need to book ASAP

Pauline is doing a excellent Job on her Herald interior, she now spends her time sitting on them as she waits for the rest of the car to be finished.

Brian's oil pressure issues have been resolved with the fitting of a new pump and a set of O rings, not a big job on the Stag as the oil pump is located on the top of the engine.

Gavin has had issues with his clutch plate, hope its all sorted by now.

Even though we have had a lot of rain and salt on the roads I have still managed to get the car out a few

times this year, unlike Mark, who can't even see his car under the pile of boxes in his garage, but he said it should make an appearance at our next meeting. looks like my respray will be put on hold for another year, I was hoping to have had it started by now. I don't really want to have it off the road when I could be driving it.

See you all soon

Geoff

NORTHANTS Tel.07879 491778
www.tssc-northants.org
e-mail: nigeljohnhawes@gmail.com

After a month of wind and rain hopefully things are beginning to settle down weather wise.

Traveling up to Stoneleigh for the MG and Triumph spares day was a bit interesting. The M1 north bound had just been reopened after a tree had been cleared but those travelling south were not so lucky and dodging the occasional branch was a regular occurrence. The show itself was well attended during the early part of the day but, unsurprisingly, the weather seemed to encourage visitors to leave earlier than normal. Our stand saw quite a few visitors both existing members and some new ones signing up on the day with a fair bit of money being spent and plenty of pre-orders being collected.

Coming up on the 19 of April is the club AGM at HQ in Lubenham. Since this is your club, this is your opportunity to elect directors and vote on club business. Also it's a chance to visit the museum and spend some money in the Club Shop.

Only time will tell what will happen with regard to events with the virus thing but hopefully things will settle down by the time we get into the show season.

As I write this we have 31 cars booked in for Silverstone Classic and bookings are coming in steadily for our camping weekend, see advertisements in this magazine for info.

Hi again

As you can see I wrote the Area Report before things escalated with "the virus". Following government advice and guidance from the Council of Management there will be NO April meeting at Overstone Manor. I trust you understand this decision. In the meantime keep safe and see you soon.

See you soon, cheers

Nigel

IMPORTANT NOTE

**E-mail news to: courier@tssc.org.uk
News in By 8th of Month please**

NORTHERN IRELAND



TSSC AREA NEWS

NORTHERN IRELAND

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Another quiet month at the beginning of the year that was lifted with our Northern Ireland Area Dinner and Awards evening on Sat 22nd Feb. It was held this year at a new venue for us, the Ballyrobin Country Lodge, Templepatrick near to the International Airport. I must say that we were all well looked after from the very beginning from the reception area and then on to our own enclosed dining area that still had a view of the other seated diners. A reasonable turn out from club members although we had six of our regulars missing, Ernie and Valerie, Ruth and Oscar and Stephen and Elizabeth for medical reasons. We wish Oscar, Elizabeth and Ernie well and hope that, by now, Ernie has recovered from his operation and is enjoying the sun in Spain – lucky man. Don't spoil him too much Valerie! After a very enjoyable meal we had a raffle on behalf of club funds, and this was well supported by those there and certainly was of a benefit to the club. A big thank you to all who took part and to everyone who supplied a prize/gift for the raffle it was very much appreciated – some very interesting items I might add. Of course, the highlight of the evening was the presentation of the awards to the three people who were deemed to have done the most the previous year in that particular section. It is always difficult to choose

a winner for these awards as we are quite a small club, membership wise, but also because there are so many worthy of the awards such is the calibre of our members who support us year in and year out. This year the Motorsports Award was awarded to Michael Kernahan who has been a stalwart within motorsports for a considerable number of years and, once again, he was a very worthy winner.

The next award for the evening was for the ladies in the form of the Coupe des Dames. This year the award went to Elizabeth Kernohan for her attendance at events and for taking on the "task" of driving Stephen about throughout the year when he had a foot injury. Unfortunately, due to Elizabeth not being at the dinner as she was recovering from a recent illness, I delivered and presented her with the award at



a later date at her home in Ballymena, much to the surprise of her granddaughter, Holly. Well done Elizabeth and we hope to see you both soon at one of our events.

The highlight of the evening was, of course, the Member of the Year Award. This year the award went to Peter Mann for all his hard work over a period of time for the club taking on a number of runs that brought us to areas that we hadn't travelled on before and to a number of different eating houses. Thank you, Peter, and Amanda, for all your work and support throughout the year. I'm sure you will have noticed though that we have moved your run this year to see if we can have it on a dry day! Only joking – we think!

Of course, the evening would not have been a success without the club members being there so a big thank you to all who attended and, in particular Alan (H), for all that he did in organising the dinner and the venue, making it the success that it was. Thanks again, Alan. No dinner that we have held in recent years is complete without the obligatory chocolate brownie for our tea/coffee course and this year was no different. Kindly supplied by the Sprule family, through their daughter Ciara, we even had two boxes for the raffle that were nearly fought over! Thanks Brian and for the suggestion of the Ballyrobin Country Lodge as our venue.

Our monthly meeting was well attended again although a few of our regulars were missing for several reasons. I had a reply from the Dept of Infrastructure in relation to the suggestion that they should, as a matter of urgency, exempt forty-year-old vehicles from the roadworthiness MOT test. They didn't tell us anything we didn't already know in that there had already been a public consultation on the matter. An analysis of the responses has been completed by staff which will be considered by the Minister to help her decide how to proceed on the matter. The bottom line though was that such an exemption would see only a small number of vehicles being removed from the scope of testing. In addition, owners would still be free to present them for testing, if they so wish. Not a lot of help really – we will just have to wait and see what happens – hopefully sooner, rather than later.

A discussion then took place on the matter in view of the exemptions that are being handed out and who would get them. I have since discovered that they





NORTHERN IRELAND NOTTS . . . OXFORD

TSSC AREA NEWS

Northern Ireland Continues

will give exemptions to vehicles that already have a valid certificate and those up to three months or so out of date. Any one older than that out of date will have to apply for a test and be given a date of examination. These then become priority vehicles and a separate booking system has been set aside to assist, even though you have been given a date of examination. This number is 0300 200 7862 and can be used even if you have a date as they will try to assist you during the evening or at weekends. Hopefully it works to everyone's satisfaction.

Had Stephen (K) at Simons house the other Sat to see if we could sort out the 79 Spitfire 1500. As usual I had gone overboard and bought quite a number of parts, plugs, rotor arm, points, leads and condenser, never mind the electronic ignition system. The rotor arm didn't appear to fit even an old one from Stephens tool kit and the points base looked odd too. A quick look at the Hayes Manual and the distributor didn't look right either. An even quicker call to Chic in Scotland late on Sat and we discovered that a 25D was one for a Triumph 1300 and certainly not a 79 Spitfire. It might work to some extent, but I now think it should be a 45D4. We will have to wait and see, although in hindsight I should probably have ordered an electronic one straight from the start – ah well. Colin (L) contacted me the other day on the following and perhaps you could help, not only him, but yourself. He raised the issue of E10 petrol which is coming in and which will eat our petrol hoses, not to mention metal petrol tanks unless we take steps soon to protect them. He is also having difficulty in obtaining leaded petrol - which may still be for sale round the country somewhere - or good 97 or even 99 RON petrol for the GT6. As he has found that 95 RON isn't the best for his vehicles. He wonders is there is any chance our members could look out for the stuff and compile a list of petrol stations that still sell 97 or 99. He reckons that Shell VMax or the other 100 RON stuff isn't for sale over here at all.

It would be good to know what stations sell proper fuel so that if we're passing, we can top up with the appropriate fuel. If you can, or are willing to help, please contact Colin at paudman@btinternet.com and pass on the information.

Well that's about it for this month other than to mention our monthly meeting on Wed 1st April at the usual time and place, the Trunnion Oiling at Islandmagee on Sat 4th April, with a meal afterwards The Gobbins (I will pass round a menu later) and The Argory, Dungannon on Sat 25th April – no need to book this year – just turn up and then, some of us attend

Shane's Castle Antrim on Mon 4th May (needs booking) and, of course, our own Totally Triumph show at Lisburn on Sat 9th May. There will be a small increase on price this year to cover costs £12 instead of the previous £10. Hope to see you, and your Triumph, in the coming weeks and months – all being well.

Due to Coronavirus Please contact me for Updates on next Meetings/Events etc

Douglas.

NOTTS

Tel. 07976 163006

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

So on this uncertain time in our year of car meet ups. It is with regret that we have had to cancel any meet ups and shows for the time being.

The venue where we meet have closed due to the covid-19. And we will let you know when we can begin meet ups again.

We are looking at doing Drive it Day on the 26th April. Also looking at whether Thoresby hall will be going ahead and the Wollaton park gathering will take place, we will keep you posted on Facebook and texts.

You can still contact us on our email address nigel.hill@hotmail.co.uk or telephone me on 07976 163006 if you need any more information guys.

We want everyone to be well and stay safe TIL this has all calmed down. **So NO meetings at Sandy Pates Sports Bar until further notice given.** Thank you for your cooperation. Thanks

Nigel.

OXFORD

Tom Tel. 07972 039532

Tom email: imp64@yahoo.co.uk

Oxford Area Group February meeting. Was held in our usual venue. It was a quiet night and not many in. We started with 5 around the table but grew to 8 later on. There was a GT6 in the car park and top marks goes to the member who took the trouble to get a Triumph out of the garage!

Tom has sold his Touareg! Hooray. CHR has got a newer Chelsea Tractor! Tom has booked Le Mans for this year and hopes to take the Scimitar. The Triumph won't be ready. Breaking news! Hilda is legal! She passed the MOT. Congratulations.

Oh and more breaking news...the former film star Dolomite has been running again!

There was much discussion of which events to attend this year....there is quite a long list. Our camping weekend is likely to be end of August or early September.

And CHR also had new braces! So till next month.

Tom and Nick

PETERBOROUGH . . . SCOTLAND CENTRAL



PETERBOROUGH

Tel. 01778 560507 / 01780470358 / 01778 392629
<http://www.tssc-peterborough.webs.com>

TSSC AREA NEWS

Please note that our next meeting will be on Monday the 20th of April as our traditional Monday Meet will be on Easter Bank Holiday Monday. Please change dates in your diaries now.

Our March meeting had 5 club cars in the car park and 15 members attended. The members were treated to a talk and film by Colin Saunders on one of his and Janes epic journeys in their Spitfires into Europe – and beyond!! I did ask Colin for a resumé of this very interesting trip – so here goes :-

FRANCE, GERMANY, SWITZERLAND (north face of the Eiger) over the Alps via the Susten mountain Pass, into Italy, down to Florence and Fiesole, then through the lovely Tuscan Hills to Ravenna on the Adriatic coast with its early Christian churches some 2000 yrs old, then back up to Venice, on to Trieste, crossing the boarder into what was then Communist YUGOSLAVIA, south down the Dalmatian Coast, visiting Dubrovnik and Split (Roman Emperor Diocletian's Palace) then round the back of ALBANIA, crossing into northern GREECE, via Thessaloniki to the border with TURKEY, leaving EUROPE crossing the DARDANELLES to the ASIAN part of TURKEY then even further EASTWARDS to our destination BURSA the ancient capital of the OTTOMAN EMPIRE where my Turkish friend from university days in NORWICH, Sinan, was a lecture at BURSA UNIVERSITY. He could hardly believe it when we drove our white TRIUMPH SPITFIRE Mark IV on campus. After a week in the area we headed for home. On the way back we drove through ISTANBUL where we visited the TOPKAPI PALACE, the BLUE MOSQUE and AGIA SOPHIA. Then we drove the SPITFIRE all the way home via AUSTRIA, where we made life- long friends.

We took 6 weeks in all, just camping all the way and drove about 6000 miles but I did stop next to LAKE BLEND in SLOVENIA on the way back just to tweak the carbs a little. This was all 40 years ago - before mobile phones and Sat Navs!! We just had a map.

Two weeks after returning home, someone drove into the back of our SPITFIRE MK IV while it was parked and it was a write off, but that's another story. With the insurance money I bought NEW the white SPITFIRE 1500, I still have today. YES it's one owner. Colin.

We had apologies from Paul Laycock whose family were treating him for his Birthday.

We look forward to seeing you all at our next Club night on Monday the 20th of April 2020 at the Five Horseshoes at Barholm, Stamford, PE9 4RA around 8.00pm. We look forward to welcoming TSSC Members – old, new and prospective alike. No mat-

ter what the weather the car is always the star. Come and join in with the raffle to fund Matt's superb buffet and a natter and of course that regular friendly exchange of experiences – and now and again some pretty good advice in the bargain too! Thanks to those who bring prizes for the raffle.

At the time of sending this report off to Bernie to print it appears that a self-isolation notice from the coronavirus for our Septuagenarian members will be a mandatory 4 months, following reports from the UK's Government Health Department. Oh dear.

Looking positively to the future – there must be better weather around the corner somewhere so it's time to get those jobs finished behind those closed garage doors, ready to take advantage of any dry and sunny days ahead.

Please note the next scheduled Peterborough Area meeting will be on the 3rd Monday in April – the 20th.

Due to Coronavirus Please contact Us for Updates on next Meetings/Events etc

Doug

SCOTLAND CENTRAL

Michael McCallum

tsscscotland@gmail.com 07725 804 602

Jacqueline Rankin

Cats26@hotmail.co.uk 07853 153 691

www.TSSC-Scotland.ORG

www.facebook.com/groups/TSSCScotland/



March Meet Night was full of anticipation and excitement as John and Linda Kelly hosted our annual quiz night. I am sure the first question on folks many minds was "will this be any easier than previous years" The first round was about famous meeting places, i.e. EastEnders – The Queen Vic, this was going great and everyone was off to a fantastic start, however I think it ended there as we were sucked into a false sense of easiness and the remaining 4 rounds got progressively difficult. 4 teams took part in the quiz and the team results were: Spitfordz 13, Maverick 18, Elie's Elves 20 and the winners Presenters ended with 23 points. It has to be noted that Elie's Elves only consisted of Iain and his wife where other teams had

Scotland Continues

a minimum of 3. Young Alan cannot get away from his winning streak this year and he is an inspiration to us. All joking aside we would like to thank John and Linda for their relentless dedication to making our annual quiz night an enjoyable challenge.

Our main topic after the quiz was what will we do for Drive it Day on Sunday 26th April, several ideas were put forward, for some reason we struggle to decide on this event however, it appears we will travel to Moffat on the Saturday and stay overnight, the next day we will drive from Moffat via the Leadhills road to visit Dumfries House at the top of Cumnock. Who would have thought that I would be having a drive it day to the town that took me almost 26 years to get out of? However, Dumfries house is an outstanding place for a visit, I done my youth training in Dumfries House and I can tell you it was not in the condition it is today. The Prince Charles trust has invested a lot of money in the area and has turned some of it around. Have a look on the Dumfries House website for an overview of the attractions and keep your eyes on our Facebook page for updates.

How may the Coronavirus affect any club gatherings or rallies? I am sure by the time this edition of the Courier drops through your door we will have a far better idea. The club chairman has stated that we must follow the health guidelines and at this stage there are no restrictions, however it is up to each person to decide if they wish to attend events and meets despite no restrictions being in place. I know some are planned to attend the Restoration show at the NEC at the end of March and hopefully we will not be in phase 2 by then. The more worrying one is Le Mans Classic at the start of July, hopefully the virus will have done it's worst and Europe will be back to normal by then.

This month I have not had my ear to the ground on what people are doing to their cars, I know Alan Wells has almost completed all the welding of new metal and panels to his car, Alan is probably one of our younger enthusiastic members who is going through a intensive learning curve with his GT6. My GT6 bonnet has had some good work done on it by Brian and I have hit it with a couple of coats of epoxy primer and it is now ready for the paint, but nor before another final trial fit. I need new roller garage doors so they have been ordered and I reckon if I even use a spray can my better half will have me. Mark continues to threaten that he is going to start on Jaqui's car but I know he has been spending too much time with the new Leghorns for that. Colin is doing some work on his bike's engine I and hope he is not neglecting his cars as the season is almost upon us. Remember to check

your calendar and get your name down for any events that are happening this season.

Apologies for the shorter report this month but it needs to be in by the 8th of each month and this limits the time I have to gather good information. Ending this report on a light note, one of our TSSC friends from Manchester contacted me to say he was coming up to Scotland in late June in his campervan for a tour and he wanted to know how far up north he can go before he encounters the midgets, my swift reply was "Gretna"

April Meets:

The Next club meet will be at 7:30 on Thursday 2nd April @ 7:30PM at The Harvester Hillington Industrial Estate, Napier Rd, Glasgow G52 4DR
East Club Meet is at The Hawes Inn South Queensferry EH30 9TA on Monday 13th March at 8pm

Please join in our social banter at:

<https://www.facebook.com/groups/TSSCScotland/>

Due to Coronavirus Please contact Us for Updates on next Meetings/Events etc

Michael

SOMERSET

Tel. 07850 273823

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

There has been a flurry of activity during the past month as various club members have readied their cars for the coming season. Maggie's Mk 3 Spitfire is finally complete after 4 years of a full nut and bolt restoration. She was reluctant to drill holes in the bonnet and boot to fit the chrome TRIUMPH lettering trim so, after cutting off the posts on the rear of each letter and grinding them perfectly flat on the reverse, the letters were stuck in place with double sided number plate tape. A bit of a fiddle but worth it. No risk of rust or of drilling holes in the wrong place. Scott's Spitty has had a suspension overhaul with shiny new springs, shocks, upper and lower wishbones etc etc. Looking very smart indeed and should give improved ride quality too. Harry is still fixing things that are not yet broken... but his first challenge was getting back into the Herald as he had managed to get himself locked out of the car...

We are looking forward to a summer full of Triumph activity. 'Drive It' day beckons on the 26th of this month and we are hoping to be well represented with a couple of optional drives. We have received an invitation from Brian King of the Dorset TR register to join them at Bowood House for a picnic in the grounds. Parking and the Treehouse Cafe open at 10.30am and the House and Garden from 11am. Dorset TR register have negotiated a discounted entry price of £13.50 per car (normally £13.50 per person). There are substantial grounds for picnics or

SOUTHERN . . . SUFFOLK



TSSC AREA NEWS

a restaurant in the House is available. Sat Nav is SN11 9NF Website: www.bowood.org. Please let Harry or Maggie know if you are planning on going. Some other events coming up. For more information please contact Harry or Maggie

Wessex and New Forest 3rd May (**CANCELLED**)

Killerton 17th May

Pecorama 24th May (Sunday)

Tigers and Triumphs 21st June

Powderham 11th and 12th July

A final thought for the month: Checking fluid levels before your first drive of the year is a good idea but don't do what one member did and drive off without replacing the radiator cap.... cleaning up under the bonnet was very time consuming!

Our next meeting on Thursday 9th April will again take place in the Lower Bar area of the Ring o' Bells at Moorlinch.

The food is excellent and the company too.

Due to Coronavirus Please contact Us for Updates on next Meetings/Events etc

Harry & Maggie

SOUTHERN

Tel. 01252 722432

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

Hi all, a lovely Sunday lunch was had at the Fox, Bramdean. I didn't do a head count but must have been eighteen (I stand to be corrected). Lovely food and served with a smile . The beer was good as well. Robin nearly had to break out the life rafts and get Ann rowing when they got to the Cheriton turning for the Flower Pots as the road was flooded. Jak and I had the same problem going through West Meon after the river Meon had burst it's banks . Another good regular meet at the Stars , hopefully soon we will be getting some better weather so we can get the club cars out and about.

Friday the 28th and Saturday 29th saw me down at the bodyshop. Yes , my Vitesse has it's body back on the chassis and lined up . There is a lot more work to be done topside but I have been told that I will be getting the car back sometime this year



Two bits of news that are a bit disappointing, 1, the Queen Elizabeth show on the 7th June has been cancelled due to the lack of SHVPS members not wanting to help out marshalling etc . This was no great shakes to me as I was planning to go to the Somerset area camping weekend at Martock only having spoken to Maggie Love one of their AO's that they are not holding it this year as they are going to Le Mans. So that leaves Goodwood breakfast club

Supercar Sunday and the Crotch Cooler to do that weekend.

The subject of Drive It Day has come up and although there will be more info at Aprils regular meet it will basically be turn up at the Seven Stars Sunday 26th at 10am to leave at 10.30am. Make sure you have a full tank of fuel. Also there is the Spring Vehicle meet at Newbury Show Ground on Easter Monday.

April sees us returning to Roaming meets on the third Thursday of the month , see below for details.

Up and Coming events

April 5th The Crotch Cooler

April 7th Regular meet The Seven Stars, GU32 3PG

April 10th Good Friday

April 12th Easter Sunday

April 13th Easter Monday Spring Vehicle meet , Newbury showground

April 16th Roaming meet The George, Finchdean PO8 0AU

April 26th Drive it day meet at Seven Stars 10am , leave 10.30 am

May 3rd South of England show Leatherhead Leisure centre (**CANCELLED**)

May 3rd New Forrest Run (**CANCELLED**)

May 3rd The Crotch Cooler

May 5th Regular meet The Seven Stars, GU32 3PG

May 8th Bank holiday

May 9th Awbridge

May 10th Popham village fete

May 21st Roaming meet Thr Rose and Crown , Farrington GU34 3ED

May 23rd Haslemere Classic Car Show

May 23rd-25th The Cuckoo fayre

May 25th Bank holiday

Due to Coronavirus Please contact Us for Updates on next Meetings/Events etc

That's all for this month

Take care

Mark

SUFFOLK

Tel. 01206 250360

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It was a very quiet night down the pub on Tuesday, whether thoughts of Covid-19 was keeping everyone away, or the foul weather I am not sure. The Felixstowe "massive" was nothing of the sort, being just Peter, family commitments seemed to be the order of the day for the rest of them. Or incapacitation in the case of Lyall. No Russell (again) so I jumped in to offer to write the report, as we missed the deadline again last month.

So it ended up with just 5 of us having a quick chat and disappearing off into the dark and wet night. 2

Suffolk Continues

Triumphs and an MG did mean we had one of the best ever percentage classic car turnouts do it wasn't all bad news.

Talk was mainly of getting cars ready for the Club Triumph RBRR, and poor weather hampering those and other peoples attempts to get cars worked upon.

Hopefully weather will improve soon and we can all get out and enjoy the cars or at least working on them.

Due to Coronavirus Please contact Us for Updates on next Meetings/Events etc

Colin

SURREY

Tel. 07853 793341

Hi all that are still with us, written Friday 13 as end of the world approaches. Nice gathering at Michael's 9 car household, well attended by the Surrey team, many thanks.

Bought a set of points for the Vitesse which didn't fit due to size of plastic insulator on stem, great, old one cleaned up and replaced with new condenser, who makes these things ??

Paul's 6 should be back from London hospital and that should be that. Weather will improve so assuming petrol still available (10 bob a gallon) should be out and about, currently on Norfolk coast but no Triumph's in site. Right short and sweet, Hope everybody okay, cheers

Cliff

WEST SUSSEX

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We thought it was rather wet in January, but had to revise our benchmarks at the February meeting, as water levels were even higher! This didn't stop a good turn out at The George and Dragon - albeit Triumph-free this month. My Spitfire did make it to the George around lunchtime, as part of a recce trip, that involved picking my way round some closed roads, but in the end I tucked her up again and came by modern, like everyone else.

Having made it through the floods on a dark winter's night, with strong winds blowing, it felt



right to regale each other with scary stories. But these scary stories were of some of the dreadful things we discovered about our cars after their initial, enthusiastic acquisition. The horrors ranged from kilos of filler, to absent drain holes, to dodgy engine mounts to my "favourite" - filler that had been lovingly worked to imitate spot welds - something that was surely more trouble than doing the job properly!!

On to more positive news, we were delighted to welcome Ben back, looking well after several months absence following a major operation. He's now back working and - whilst only able to drive a car with power steering at the moment - should be back behind the wheel of his Triumph by summer.

Clearly out to impress this summer, Dominic has had the front end of his Vitesse rebuilt by a renowned Ford GT40 specialist, who seems to work to an extraordinarily high standard, which included making custom cupro nickel brake pipes and returning the car in a box trailer! Pics 2 and 3

A promised to my Spitfire last month, I made the trip to Lubenham to collect a load of front and rear suspension bits, including new coil springs, adjustable shock absorbers, poly bushes, track rod ends and ball joints. Pic 4 All are now fitted, looking lovely and largely feeling lovely. However, in a show of ingratitude, she is still sounding clunky and feeling wobbly at the back, so I guess I'll be moving on to renew about the only bits not changed in the last three and a half years - every moving part inside the diff!

Not the outcome I was hoping for, but a great day out - the trip to Lubenham is always a joy. There's a warm welcome and so much to see - both the familiar and the unfamiliar. I was very particularly pleased to see a 4 door Herald in the workshop this time.

Also at the meeting, we pinned down our extra summer drive out dates as 27th May, 24th June, 22nd July and (probably) 26th August and there's a list of half a dozen candidate destination pubs for some of us to research and try out before we do the first one - in just 13 weeks as I type this, probably 7 or less when you read it - so get them in the diary and follow our Facebook and Twitter feeds to get the latest information on the meeting points and departure times.

We're also signed up to travelling as a group, for the third year in a row, to SEM on 3rd May (**CANCELLED**), we're encouraging people to sign up to the BL Cars At The Castle event at Bodiam Castle where Alan is



THAMES NORTH WALES

arranging a stand, we hope to beat last year's Area presence at the big TSSC/TR Register event at Stratford Racecourse on 15th/16th August and whilst the Area's members will definitely be out in force for the 29th August charity show at Ben's pub - the Queen's Head in Barns Green - to help raise awareness and money for St Katherine's Hospice - some of us may take the opportunity to leave our Triumphs at home and air some of our other British classics.

Our next few regular meetings, always on the third Wednesday of the month from 7:30pm, at the George and Dragon, Dragons Green, RH13 8GE will be on 15th April, 20th May and 17th June. If you can't join us at any of those, do join our Facebook page, or follow us on Twitter or Instagram.

Due to Coronavirus Please contact Us for Updates on next Meetings/Events etc

John

THAMES

Tel. 0777 362 3807

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www.tssc.org.uk/thames

Hello all. Wow time is flying, we will soon start gathering for shows.

A big thank you to Chris C for sorting out a trip on the Real ale train.

SOCIAL EVENINGS

6th FEBUARY at THE FAIRMILE INN, COBHAM.

It's my Vitesse's first outing of the year on this cold and damp evening. Inside the warm pub with me there is George B, John P, Adam & Karen from Surrey Area delivering homemade marmalade. A big warm welcome to Andy H on his first visit. We had three Vitesse's in the car park, Mine, George's & Andy's. Andy is looking to sell his Vitesse as a restoration project. Nothing to report on the on going work of our Triumph's.

20TH FEBUARY at THE GEORGE INN, WRAYS-BURY.

There were no Triumph's this cold and wet evening. Keeping Julie and me company were John P, George B, Chris C, Doug B (E Berks AO), Graeme C, & Tony H. Julie held a raffle and the winners were, Chris won the 3in1 oil. George won box of chocolates. Doug and I won a pack of cleaning wipe each.

On going work on our Triumph's has been, New seat covers for Doug's GT6, Tony's Stag went in to the Bodyshop to touch up a rust spot, which ended up with some major body work as they found a load of filler in the wheel arches, which was a shock.

Our next meetings are now: -

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

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



TSSC AREA NEWS

If in doubt or for more info please call me on 07773623807

SHOWS & EVENTS

APRIL

13th Easter Show Shalford Park

19th Farnham show Farnham

19th AGM TSSC HQ (CANCELLED),

19th British Marques Day Brooklands

26th Sunday Scramble Bicester (CANCELLED),

MAY

1st/3rd South of England Meet Leatherhead

(CANCELLED),

3rd all Triumph Run Wessex Area (CANCELLED),

7th/10th IoW camping weekend IoW Area

17th Vintage Vehicle Rally Aylesbury

Due to Coronavirus Please contact Us for Updates on next Meetings/Events etc

Mickey & Julie

NORTH WALES

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Hello, everyone. It was a bit of a bad start to February as far as Roger and myself were concerned:- we decided not to go to our meeting owing to the fact that we had both come down with really bad colds, so we made the decision to stay at home in the warm instead of spreading germs everywhere. A few of our group went down with this cold, M.G. Joan, Geoff Jones, Alan, then Julia got it just when she was thinking she had got away with it. It was like something out of Men In Black, a nasty bug going around:- (you need to have seen the film!) Pete reported that the meeting had been well attended, as usual, and the raffle was once again greatly supported with good prizes. We missed seeing everybody but it was the right thing to do.

Monday 10th February was the official Drive Your Triumph Day in celebration of Sir John Black, the man who was responsible for the purchase of Triumph after the war. However, the weather forecast was pretty bad, and true to form at about 12.00 p.m. the white stuff began to fall and settle. If we had been out in either our Spitfire or Stag we would not have been able to get back home, so although we missed this important day we made the right choice by staying put.

On Tuesday 25th our group met at Bellis's Garden Centre in Holt for our OFFAL, this month organised by M.G. Dave and Mary, and twenty-two of Chester & Wrexham friends were there for the usual teas and coffees and, of course, some shopping therapy. Pete



NORTH WALES . . . SOUTH WALES

TSSC AREA NEWS

North Wales Continues

was busy handing out the route plans and menu choices as unfortunately, although Dave and Mary had arranged this run, Mary had taken a bad fall on the previous Friday evening and had broken her shoulder, so they were otherwise occupied having had to return to the hospital. The run was smashing, the weather kept fine, and we arrived at the Egerton Arms pub at Broxton for our pre-booked lunches. Good food, good company, altogether another lovely day. So sorry that the two people who had done all the work could not be there:- we all wish Mary a speedy recovery.

Alan Howarth has also suffered:- he tripped and banged his head which has resulted in a fractured skull. Both he and Julia were in A&E for eighteen hours, but at least Alan was eventually checked out and they found out what was wrong. We also wish Alan a good recovery, and advise that both he and Mary take more water with it!

That's about all for now. So please don't forget that our meetings are held at The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m. Come along and meet us all, and remember that ladies are very welcome, it's not just for the boys.

Forthcoming events:-

April

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

12th - 13th April:- Weston Park.

18th - 19th April:- Sandbach Festival of Transport.

19th April:- Motorfest, Chetwynd Deer Park:- 10am - 4pm.

25th April:- Classic Wings & Wheels, Sleaf Airfield.

26th April:- Drive-It Day.

There is no OFFAL in April.

May

3rd May:- Candles Charity Run.

5th May:- Monthly meeting at the Trevor Arms, Marford.

8th - 10th May:- Llandudno Transport Festival.

23rd May:- Weaver Wander.

23rd - 25th May:- Smallwood Vintage Rally, A50 near Sandbach:- 9am - 5pm.

24th - 25th May:- Cheshire Classic Car Show, Capesthorne Hall, Macclesfield.

24th - 25th May:- Prestatyn Car Run and Car Show.

26th May:- OFFAL.

28th - 30th May:- Ashley Hall Tractor Engine Rally, Cheshire.

30th May:- Classics at the College, Ellesmere:-

Book on Hope House website, click on events and follow the links.

Due to Coronavirus Please contact Us for UPDATES on next Meetings/Events etc

Regards,

Helena and Roger.

SOUTH WALES Tel. 07802 204068

www.triumphwales.moonfruit.com

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

The monthly meeting was attended by 20 brave souls seeking shelter from storm Dennis or Jose, we welcomed several new members sheltering from the rains, Noah and his wife and their many pets. No runs out this month as most of our cars are not sea worthy apart from one TR4A.

Events Coming Up in April

Sunday 5th Malvern Festival of Transport

Sat/Sun 11th/12th Weston Super Mare Classics on the Prom

Monday 13th Coleford Festival of Transport

Sunday 26th TSSC South Wales National

Drive it Day

THE AMPHIBIOUS TR4

After the monthly meeting this month and a discussion on the short comings of the so called smart motorways network, and the reasons why classics and such idiotic ideas should never mix a group of likeminded progressive club members mentioned the weather. I have to say that we have had biblical amounts of rain and our thoughts go out to all affected and those who have lost classics to flooding all over the UK. After another round of seaweed shandy Huw mentioned that he had once heard that South Wales Area had seen and photographed an amphibious TR4 some years ago. "I heard that too" said Bern "I think we came across the conversion parts when we were clearing the back of the unit at GB Classics" said George. More ears pricked up and a heated discussion was soon underway as to whether it was possible to float a TR4 on water. It was soon evident that the gauntlet had been well and truly thrown down and Bern excused himself and a text appeared on my phone. The meeting drew to a close and everyone headed for their canoes and rowing boats to make their way home. The next day Bern and I talked about the TR4 and the conversion we had done a few years back. The conversion had involved body sealing his TR4A and converting the diff to provide a drive for a marine propeller. Everyone at the time said that we were mad and we would be fools to sink a perfectly good TR4 in the process. I pointed out that we did not need to repeat the exercise as we have the photographs to prove what was done the first time. I

TSSC AREA NEWS

agreed that I would look for the pictures amongst my growing archive of things Triumph if they still exist. I have a £50 bet riding on it so get looking.

Other things have been getting in the way of my Stag project not least the wiring on Chris's GT6. Like all 40+ year old classics the copper wiring and connectors oxidise and corrode leaving bad connections or no connections.

A fix for the oxidation on the copper wiring is to dip the exposed cable in a mixture of vinegar and salt for about 2 to 5 minutes. Then dip in a strong mix of baking soda (sodium bicarbonate) for a few minutes to neutralise the acid. It works a treat and the cables can then be soldered as required. I have convinced my missus that I am self-isolating in the garage and she has been bringing me bacon butties and tea with a crate of lager in the evenings. Very considerate my missus. Works both ways as with me living in the garage she has much less housework to do these days. I was pondering how lucky I was when I saw a group of old photographs tucked away on my



now has it in hand, all signed, sealed and booked! The same goes for Silverstone Classic, 31st July to 2nd August, all sorted!

On the backburner, a suggestion that we arrange a trip to Old Sarum Museum at some point to include a lunch stop at a pub nearby. We just need to decide on a suitable date.

Jumping a bit to the latter end of the season, dates have now been confirmed for the Bournemouth Air Show 20th – 23rd August, Dorset Steam Fair, 27 – 31st August, the only thing to add, is that Alan is finding out a little bit more about maybe putting an appearance in at the Dorset Steam Fair, with our cars. They (Dorset Steam Fair) have seen fit to allow cars from the 1970's/80's admission. Unless he can find out otherwise, the down side is that they (Dorset Steam Fair) are expecting participant's to attend all five days! Even for us who have got the time, not sure doing five days is an attractive option, a long weekend. . . . maybe!!

Beaulieu Auto-jumble, 5th – 6th Sept and Swanage Railway, 11th – 13th Sept, so that is now four events that have managed to pick different weeks, it has been some time since these have not clashed.

Mixed reactions to the suggestion that we go back to roving meetings, some were for and a few against. I must admit the Tyrrells Ford has been the most practical that we have found, others being geared up for those wanting to eat, rather than a quiet drink and a chat. If any of you are out and about and think the pub that you are in would be suitable for our purposes, let us know. Any decision on this and other points raised, will be discussed at our next meeting and by email. For now though our next meeting will be at the Tyrell's Ford. Think that is all for the minute? Sure someone will say, if I have forgotten something!! Next meeting, Tyrrells Ford, Thursday 30th April

Due to Coronavirus Please contact Us for UPDATES on next Meetings/Events etc

Martin



garage shelf and in amongst it was the photo of the amphibious TR4.

Well what we lacked in runs out this month was sure made up with the depth of the water. Think on the bright side it's April now and summer is just around the next bend in the river.

Al

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

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

3rd May, New Forest and Wessex Triumph Run (CANCELLED)

16th – 17th May, Beaulieu Spring Auto-jumble, club stand, come and visit us. 20th – 21st June, Bath Festival of Motoring, is a possibility. There is camping available from the Friday.

3rd to 5th July, Le Mans Classic, is all sorted, Alan

WEST MIDLANDS

Tel. 07505 110922

Greetings from West Midlands Triumph Group. Firstly I have to announce the passing of our long term member Dave Lewis, plagued by health issues over the last few years, he had a heart attack and never recovered. His funeral was on 28/02/2020 with 12 West Mids members able to join the family as they celebrated his life.

Drive it Day this April is being organised by Shawn Daniels and crew.

Shawn has booked the Spotgate Inn at Hilderstone for lunch.



WEST MIDLANDS . . . NORTH WILTSHIRE . . . WORCS STOP PRESS . . . LINCOLNSHIRE

TSSC AREA NEWS

West Midlands Continues

2.30pm 26th April for up to 42 people, they need deposits by the 8th of April an confirmed numbers. If someone could collect deposits from people at the Sharmans Cross it would be a big help. Otherwise any others please have £5.00 per person at the Drakes meet.

We would need to clear deposits needed to be in by Tuesday 7th April to be fair to the pub so they could sell any seats we didn't use.

Steve Hudson, Jay Murray and myself (Team MOE) will be doing the Coast to coast run at the same April weekend, Bridlington to Southport via Gretna Green. Talking of MOE, it's been down on power for a while, it started at the start of the 10 countries run last year. I thought it was carburettor problems but investigations by the Triumph 2000 guru Dave Harvey have revealed burnt valves seats and valves, so currently the head is away being converted to unleaded.

Last week Lilibet was out filming with the BBC, it's about the role of cars in the history of triumphs. Lilibet, not used to being out in the wet threw a wobbly cut out and wouldn't restart. Fortunately the majority of the filming was complete, the fault proved to be a faulty rotor arm.



Chris

NORTH WILTSHIRE Tel. 01249 740239 e-mail: craig@gingell.com

Hello! We would like to invite all members in the North Wiltshire Area to our local area meetings that we hold every month at The Foxham Inn near Chippenham in Wiltshire (postcode SN15 4NQ). This month's meeting is on Tuesday 14th April, from 7:30pm.

We are a new area, having only started in October last year. We have had a steady turnout during the winter months, and as spring approaches we hope to enjoy the lighter evenings and maybe see some Triumphs in the car park.

Upcoming Events

We plan to attend some local events during the year, as well as the Inter-Club Triumph Weekend in August:

- * Bowood Classic Car Show on Sunday 10th May;
- * Castle Combe Vintage Steam Fair on Saturday 16th and Sunday 17th May;
- * Cherished Vehicle and Family Fun Day, Meadow Farm Nurseries, Chippenham on Sunday 7th June;

* Inter-Club Triumph Weekend, Stratford-upon-Avon on Saturday 15th and Sunday 16th August.

If there are any events you would like us to include, please let us know.

We hope you can join us at The Foxham Inn on Tuesday 14th April.

**Due to Coronavirus Please contact Us for
UPDATES on next Meetings/Events etc**

Kind regards,

Craig

WORCESTERSHIRE Tel. 07745 299457

Hi Folks. I thought I'd better show that the Worcester area is still going despite the appalling weather and rising water that we've had recently. Thank you to all members who have managed to paddle, row, swim or canoe to our recent meetings and hopefully by the time this drops thru' your letterbox the doormat will have dried out.

There isn't a great deal to report as we have been hibernating for the last 3 months but we do have things in the planning stages so hopefully there will be something for everyone and not just everything for someone. The one thing we have managed to do is our March Christmas meal and we did have a good turn out even tho' we clashed with another car club's annual bash, the Ferrari owners Club were holding theirs at The Grosvenor Hotel.

"So what?" would be most people's reaction but one of our group is the editor of their club magazine and managed to entice two others to go with him, maybe I should up my game for next year.....

A fabulous night was had by all, apologies to those who couldn't come due to prior engagements, next year I'll do a better straw poll.

There are various events starting back up again to entice us out and about, the breakfast clubs are gearing up, the evening meets have published their dates and we will also be putting a few things on the calendar. Hopefully for May I'll have a bit more to write about just to show that Spring has sprung!

TTFN

Vicky

STOP PRESS! STOP PRESS! STO

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

Our February meeting was our best attended meeting since we reformed our Group at the end of 2019. Hopefully this bodes well for 2020.

We had 13 members present with Dave, Mary and

STOP PRESS NORTH STAFFS . . . SCOTLAND

Julian joining us for the first time. Thanks guys it was great to meet you

As we agreed at our January meeting our first planned run will be Drive it Day on the 26th April.

We are now finalising plans for the run and as part of it we will be attending the County Wheels Event being held at the Revesby Estate, Park Lane, Revesby, Lincolnshire, PE22 7NB.

See details of event at <http://www.countywheels.uk>. Prior to show we will be meeting up for a short scenic drive to the show and a similar drive after the event to grab a bite to eat

Details will be discussed at our next meeting on at the usual location of Kings Head in Navenby.

Due to Coronavirus Please contact Us for UPDATES on next Meetings/Events etc
Regards

Dave

NORTH STAFFS Tel. 07939 603061
e-mail: triumphsportssixstaffs@gmail.com
Web. www.tssc-staffordshire.co.uk

A very quiet meeting last month with just our Sunday lunch run arranged, Drive it Day April 26th is still not set in stone, but as its the last time the National Arboretum will be staging this event it will most likely to be our destination, as many clubs attend creating a great display of vehicles.

One of the first big shows for the start of the season is Weston Park which is on the Easter Bank Holiday weekend by the time you read this it will be too late to book as an exhibitor but you can still attend.

The early May bank holiday is on a Friday to celebrate VE Day at this time I have not found many local events who might be including classics along with the VE Day theme.

I see that Gawsworth Hall has corrected the date to Friday 8th May for their classic car event also have the Young Timer Show on 25th May.

Cholmondeley Castle have Festival of 1000 classics on May 17th near by Capesthorn Hall classic show is on 24th May, Leek Rotary Club holds their Auto Extravaganza 16th May, unfortunately, I'm away that weekend and it's one of the nearest events to me.

I visited the Stone Classic Car Group at their meeting at the George & Dragon there was a good attendance but as many small groups were scattered around the pub it was difficult to know how many attended, but it was a lot more than we get at our meetings.

You can find out more about this group on Facebook look for Stone Classic Car Group, I should be getting updates from their organiser so will keep you posted.

A basic web page for our area has been put up, I know it's a long after the old web name expired it was not renewed as it costs money, many groups now use

TSSC AREA NEWS



Facebook although I'm not a great fan and don't like making an American very rich.

However, if someone would like to create a Facebook group for the area you are more than welcome to do so. Cheers

Dave

SCOTLAND NORTH EAST

Tel. 01224 742315

e-mail dannysportssix@btinternet.com

www.brmmbrmm.com/club/grampiantr/4.htm

Hi All. Firstly I must apologise for not being able to submit a news report over the last couple of months. We were away on holiday visiting family in Australia and since our return things have been really hectic. Anyway.

I hope you have finished all the winter work on your car(s) as it is official, SPRING is here at last.

I have managed to do some work on my cars but not as much as I had hoped to do. The Spitfire headlamp wiring has been upgraded with the addition of relays and also small driving lamps. If anyone is interested on how I did it I can let you have some details. The Stag has been fitted with a new UJ on the rear of the prop shaft and also I have installed Daylight Running Lights to the sidelight assembly which comes on with the ignition but also will go off when the sidelights are switched on. This seems to work fine and incorporates a couple of relays to do the switching.

The Grampian Triumph Event programme flyer should have reached you by email but if you have not received a copy please let me know as Alan of the Stag Owners Club compiled this years list and also sent the emails. All the Triumph Clubs here in the North East really do work well together.

Below is a run down of this months (April) events; Sunday 28/4: Drive It Day Run, Grampian Triumphs held in conjunction with GVRs we are meeting at Aberdeen Beach Esplanade with a 10am departure and the run is to the Haddo Estate.

On occasions we do have to change the meeting venue so before travelling do check out the "Stop Press" page of the website for up to date information <http://www.brmmbrmm.com/club/grampiantr/6.htm>. Or look on the Facebook page. Our 2020 Events list has been published on our website.

That's all for this month, hope to see you at some of our meetings or events.

Due to Coronavirus Please contact Me for UPDATES on next Meetings/Events etc

Danny

CORONAVIRUS!

Obviously virtually all the reports here were supplied before the Government closed the Pubsso please check with your AO or Event organiser for Updates on Meetings and Obviously on Local & National EVENTS



31st Isle Of Wight Triumph Weekend

May Bank Holiday 2020

Thursday May 7th to Sunday May 10th

Appuldurcombe Gardens Holiday Park, Wroxall

www.appuldurcombegardens.co.uk

Call **01983 852597** to book camping, touring or static caravans and reduced ferry crossings.

This is a great family friendly weekend with a chance to enjoy our beautiful island. There will be lots to do including, convoys, a visit to a place of interest, live music, a games evening and weather permitting a day on the beach.

More details and booking forms will be available soon.

Meanwhile if you have any enquiries please email us at:

tssciow@hotmail.com or call

Elaine on 07842 249591 or Tracy on 07754 751672

Derwent Valley's

Peak Run Weekend 2020

Super Heros



Join us for this year's
Peak Run Weekend
18th to 22nd June 2020
with the actual Peak Run
on Sunday 21st June 2020.



More details and booking forms on our Facebook page
and website - www.peakrun.weebly.com



and Mega Villains.

Join us for the Northants Area 's...

Hawaiian



CAMPING WEEKEND

Friday 17th July - Sunday 19th July 2020

**At Top End Farm Campsite,
Colmworth Road, Little Staughton MK44 2BY**

Friday – Welcome, Chat & Chill
Saturday—Run Out, BBQ and Evening Quiz & Games
Sunday—Raffle and Park 'n' Pose People's Choice Awards

Camping

With electric £23.00 per night (includes 2 adults)
Non-Electric £19 per night (includes 2 adults)
Extra adult £3.50 per night



Meal Package

£12.50 per adult, under 16s £6.50
(includes Friday evening meal, Saturday cooked breakfast
and Saturday Evening BBQ)
Saturday Evening BBQ only : £6.50 per adult, under 16s £3.50

Fancy Dress Optional—Go on, you know you want to!

No classic? No worries. All welcome.

PRE-BOOKING IS ESSENTIAL FOR CAMPING AS SOON AS POSSIBLE

**For all enquiries or to request a booking form,
please email nigeljohnhawes@gmail.com**

SilverstoneClassic
31 JULY - 2 AUGUST 2020

JOIN US FOR THE CLASSIC'S
30TH ANNIVERSARY

www.silverstoneclassic.com
Our club's exclusive Car Club Display Package code is:
2020CCD006

INCORPORATING TSSC TRIUMFEST & TR INTERNATIONAL WEEKEND



Keep the Date!

INTER-CLUB

TRIUMPH WEEKEND



STRATFORD - UPON - AVON
RACECOURSE



14 - 16TH AUGUST

www.triumphweekend.com

SOUTH OF ENGLAND MEET **2ND & 3RD MAY 2020**

Sat 2nd

Free Chill out day

Sunday 3rd

**ALL Triumph Car Show
& Concours**

**Car Anniversary
Displays**

Autojumble & Stalls

**Camping from
Friday 2nd afternoon**

£5.00 Per Night TBC

Entry - Pay on the Gate

£5.00 Per Person TBC

FREE Entry for children under 16.

FREE Autojumble pitches.

FREE Concours - All Triumph cars

Triumph Club Shop

**Insurance Valuations
etc etc.**

CHANGE OF DATE !

**Leatherhead Leisure
Centre, Guildford
Road, Leatherhead,
Surrey, KT22 9BL**



For more information contact Mickey Hazell
Telephone. 07773 623807

E-mail: chippymickey@yahoo.co.uk

Shop CATALOGUE Have You Got Yours?



E- Mail : clubshop@tssc.org.uk and request a copy
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or order all products Online 24/7 at

www.tssc.org.uk