

THE COURIER

No. 480 JUNE 2020



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THE June 2020 COURIER

Price £3.50 Free to Club Members.

THIS ISSUE - 480

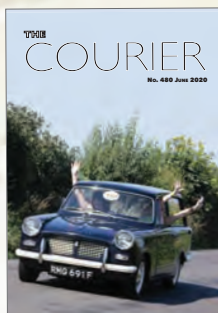
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THE JOY OF DRIVING
DAD'S CLASSIC!

PICTURE BY TREVOR COLLETT

Courier Copy/Area news



Editor. Bernard Robinson

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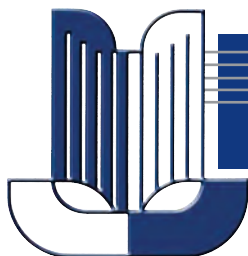
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THE GET OUT

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein. © Triumph Sports Six Club Limited 2020

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TSSC OFFICERS

Triumph Sports Six Club

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

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Virtually Great Events

I am writing this CoMment seven weeks into lock down and having just watched our Prime minister say we can all go out more than once a day, still no sign of when we can all go back to work and get some normality in our lives,

The TSSC team are all pulling together to still be able to offer the best possible service we can given the situation we are all in.

I would like to give a big thank you to all of our HQ staff especially Bernard for producing the Courier and to Angie for looking after the day to day running of our club at this difficult time.

The best way you can support your Club is by using the facilities it has to offer, the Club Shop is open and doing good business with lot's of new product's in our New Catalogue and online, TSSC insurance valuation's are still being done by Bernard, if your's needs renewing email your form and pics to him at courier@tssc.org.uk Making sure your car is fully covered for insurance is still very important even though you probably aren't using your car as much normal.

The thing that has amazed me over the last few week's has been our Club social media platform's and the Club Forum, busier than ever and some great post's, as lots of people have more time on their hand's than normal, work that has been put off for a long time is now getting done, we are going to see some amazing car's after lock down finishes.

What about **Virtual South of England Meet** on the 3rd of May, it was fantastic with over 600 people interacting on the day, all thank's to **Jane Rowley** for putting it all together.

And there are reports from TSSC Norfolk and TSSC Devon on their very successful **'On Your Drive It Day'** events in this issue which can be found in the Area Showtime section.

Sadly, virtual is all we will be getting for a while I feel, lots and lots of fantastic show's, run's and event's have been cancelled or postponed.

The TSSC and the TR register have sadly come to the joint decision to **CANCEL** this years **Inter-Club Triumph Weekend at Stratford**. Large gatherings are currently not allowed and your safety is foremost in the organisers minds. **Full details are on Page 11 this issue.**

Stay safe, get involved in **YOUR Club** via Social media or use our Forum on the TSSC website (www.tssc.org.uk) and as always, via the Courier, our best asset.



Do More *TO* Your Triumph!

BY CHRIS GUNBY

TSSC CHAIRMAN, GENERAL SECRETARY



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

June 2020

THURS/FRI/SAT/SUN 18/19/20/21 JUNE 2020
DERWENT VALLEY'S PEAK RUN
CANCELLED

July 2020

FRI/SAT/SUN JULY 2020
TSSC TRIP TO LE MANS CLASSIC 2020
POSTPONED UNTIL 1/2/3/4 July 2021

Check for Current Details

Tel 07912 295801

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 7/8/9 AUGUST 2020
35TH SUNSHINE RALLY TSSC LEICS & RUTLAND
CONTACT DAVE 07770 650802
davesmith.triumph@hotmail.co.uk

FRI SAT SUN 14 15 16 AUGUST 2019
INTER-CLUB TRIUMPH WEEKEND
STRATFORD - UPON - AVON RACE COURSE
CANCELLED

September 2020

FRI/SAT/SUN 11/12/13 SEPTEMBER 2020
YORKSHIRE DALES RUN
HIGH LANING CAMPSITE
CONTACT RICHARD. 0776 6354449

CLASSIC CAR SHOWS (CLUB INVITED)

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

July /August 2020

FRI 31 JULY SAT/SUN 1/2 AUGUST
SILVERSTONE CLASSIC 2020
FOR DETAILS - **CHECK**
www.silverstoneclassic.com

August 2020

FRI/SAT/SUN 7/8/9 AUGUST
PRACTICAL CLASSICS
RESTORATION SHOW NEC - NEW DATE
TICKET CODE RSCC1615
necrestorationshow.com/clubtickets
Tickets bought for March Show
OK to use in August!

Insurance Valuations

The Club has withdrawn all face to face
Valuations until further notice. That's from AO's
or Calling into HQ. So all Valuations will be done
via **E-mail**. Valuation Forms Available here:

[www.tssc.org.uk/tssc/uploaded_files/TSSC%20
Panel%20Valuation%2020%20_0.pdf](http://www.tssc.org.uk/tssc/uploaded_files/TSSC%20Panel%20Valuation%2020%20_0.pdf)

Download it, fill it in, Scan or Take a Picture of it
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Important: for Insurance purposes this certificate is only to be used in conjunction with
Insert name of TSSC Insurance Panel member

POLICYHOLDER'S DETAILS

Title (Mr/Ms etc.) and first name(s): _____ Surname: _____
Date of Birth: _____ *Membership No.: _____ Expiry Date: _____
Address (Including Post Code): _____ Post Code: _____
Daytime Tel. No.: _____ Evening Tel. No.: _____
Fax No.: _____ E-mail: _____
*Must be completed with current TSSC membership number and expiry date to validate certificate

VEHICLE DETAILS

Model	Reg Number	Body Type	Engine Size	V6 / 4 Cyl	Year of Make	Year of Registration	Registered Weight at date of first registration	Bodywork	Estimated Value of Vehicle

Conditions - CONCOURS, A1*, A1, A2, A3 (must be completed)

Body	Paintwork	Chrome	Cladding / Upholstery	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 alterations, faults and wear. This condition will only apply to vehicles previously entered or being prepared for entry in concours competitions and evidence of entry may be required.

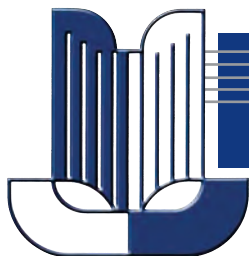
A1* The vehicle must exceed A1 - TOP CLASS and with this effort to be considered to be Concours.

A1* (TOP CLASS) The vehicle must be in original condition with bodywork & chrome free from wear. The vehicle's components should be free from any but trivial faults and should work efficiently.

A2 (RESTORE) The vehicle should be in good working order, capable of regular use and satisfying an initial test requirement. The bodywork/ chrome must be free of extensive rust and/or damage.

A3 (SERVICE) The vehicle must be in a satisfactory condition and be capable of satisfying an initial test requirement.

A 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, it will be accepted. If the Club Car has been over or under valued by the member, or more realistic value will be set and you will be advised accordingly. In the event of a dispute, the Club valuer may request more information or a personal inspection.



NEWS REVIEW

Monthly News of a Triumph Nature

TSSC MEMBERS MAGAZINE DISCOUNT OFFER

In celebration of Practical Classics' 40th birthday this year, Bauer Media are offering **Triumph Sports Six Club members a 40% discount** on an annual subscription to Practical Classics and its sister titles: Classic Cars, Modern Classics and Classic Car Weekly.

To purchase your subscription and claim your 40% discount, visit:

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Offer valid until 31 December 2020.



OFFER for June 2020

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**** HITORQ318 normally £210**



STAG

PHIL WILLSON stag@tssc.org.uk

Putting the Boot (carpet) in

The lockdown has been an excellent opportunity to get a few extra jobs done, and not just around the house.

I had been thinking that the Stag boot carpets were looking a bit shabby, especially the side pieces which have been in and out so many times over the years and weren't even fixed properly. So it was more than time to make amends.

The kit came from Aldridge Trimming and is available as either tufted carpet (£90) or wool carpet (£168). I chose the cheaper option (it's only the boot after all!) and am very pleased with the results. Some of the pieces are available separately. See their website www.aldridge.co.uk and select Triumph Stag from the menu. N.B. Other suppliers also exist.

It comes in 10 parts (floor carpet, 2 x side panels, 1 x front panel, 1 x rear panel, 2 x wheel arch covers, 2 x hinge covers and 1 x vinyl boot light surround). I used a spray can of Evostick carpet glue for the arches, boot light surround and front panel. Apart from the floor carpet, all the other pieces are fitted using screws.

The greatest care is required for fitting the wheel arch covering as there are some protrusions to fit around (use a sharp knife **VERY** carefully). Taking your time is paramount and items should be dry fitted be-



Photo 1.

fore gluing. The results are shown in [photos 1 to 3](#).

of bodgery is not yet dead!

Regarding photo 3, as this was



Photo 2.

A note regarding photo 2, sometimes a small gap under the side pieces is unavoidable so, after this photo was taken I sprayed the show-through areas satin black so that they effectively disappeared. **The art**

where my electric aerial is fitted, I cut the new panel along a line immediately behind the aerial so that the panel would be fitted in two parts. This is so that I don't have to remove the aerial if I need to get to the wiring that



Photo 3.

lurks behind. I also shortened the rear edge of the front section by about half an inch to make fitting easier. Doing this carefully meant that I had quarter of an inch of carpet from each section which I could turn over and stick down in order to improve the finish.



Photo 5.

clips fix to (6 2 3 4 7 3 , called a cam according to the parts list)

was also missing so a new one was fitted. They fit really tightly and are impossible to do by hand, so I put together the tool shown in [photo 5](#) (just a long bolt plus a washer and nut). Then, I passed



Photo 4.

[Photo 4](#) shows one of the new spire clips that I fitted to the rear board into which the rear light cluster fixes. The old ones may have been reusable but I changed them anyway.

Boot floor boards

Luckily, both my boot boards were in good order but replacements are available. They are usually just bare hardboard so you could make your own if you wish using the old ones as a pattern.

While they were out I painted them satin black to smarten them up and protect them, even though they won't be seen.

I replaced all 6 board fixing studs, part number 623472, as one was missing and the others were a bit worse for wear. One of the pieces that these



Photo 6.

the screw head up through the hole and held it tightly with a pair of Mole grips and pulled quite hard until it clicked into place. [Photo 6](#).



Photo 7.

The stud itself has a washer, 623471, but I found the fitting rather loose so I made up 6 pads from scrap bits of the carpet as shown in [photo 7](#) and



Photo 8.

fitted them as in [photo 8](#). This took up the slack nicely and prevents the washers falling off the stud so that they stay in place on the boards. It is debatable whether the washer goes above or below the board so the choice is yours.

Finally the clips that hold the main carpet down to the popper studs on the boards needed to be fitted. Here I laid the carpet out carefully and located the position of each of the six studs by feel and marked the centres with a chalk dot.

After double checking the positions I then located a spiked ring centrally over each dot in turn



Photo 9.

([photo 9](#)) and tapped it down firmly with a hammer so that it fully penetrated the carpet, using a softwood block underneath so as not to distort the spikes. Then I turned the carpet over to fit the clip ring on which the spikes were hammered flat as in [photo 10](#).



Photo 10.

Hopefully I have shown you that this is quite an easy job but remember that taking your time pays dividends.

Since doing that job plus some work on the rear lights (next month's article) I've been working on my Herald, but you don't want to hear about that, do you.

And finally
Best wishes to you all,

Phil



Announcement from the TSSC and TR Register regarding the 2020 Inter Club Triumph Weekend

The Triumph Sports Six Club is committed to following the latest UK Government advice on events and public gatherings. Current government and public health advice states that all nonessential social contact with other people outside of your own household should be avoided for the foreseeable future. Furthermore, legislation currently in force to prohibit public gatherings of more than two people remain in place.

In response to the most recent UK Government guidelines and after extensive discussions with the event's venue and partners, the TSSC and TR Register has taken the difficult decision to cancel the 2020 Triumph Weekend, planned for 14-16th August 2020.

Day tickets, camping passes and exhibitor bookings already purchased for the event at Stratford-upon-Avon Racecourse will be refunded as soon as we can.

For accommodation booked in nearby Hotels, attendees should contact their accommodation provider and share this announcement with them in order to negotiate a refund.

IMPORTANT: The Triumph Sports Six Club asks specifically that, in the first instance, those who booked advance tickets do not contact the club nor the venue regarding their booking. The organisers will automatically refund you and will send notification of the refund having been issued.

Nigel Hill speaking on behalf of the joint organising team from the TSSC explained: *"As published in TR Action Magazine, Courier Magazine and via the event website at www.triumphweekend.com the Triumph Weekend organising team promised to review the situation that faced the event in mid-May*

The well-being of club members and show visitors was of paramount importance to both of the organising clubs.

In light of the latest UK Government advice regarding COVID-19, not only did we have to consider the impact of probable social distancing restrictions on the event format, but also whether it was practical to proceed in terms of

time and resources available to organise the event."

The Triumph Weekend will take place 'virtually' however, via the website:

www.triumphweekend.com during the originally intended weekend. Members of all Triumph clubs will be able to display their car in our virtual show field online by uploading photos of their car.

You will be able to compete in our Concours D' Elegance and Pride of Ownership decided upon via public vote, view an online directory of traders with possible show discounts and view video interviews and podcasts. We will release further information on how you can take part in the Virtual Triumph Weekend, in the next few weeks.

The Triumph Sports Six Club and TR Register Car Club wish to thank all members and attendees for their patience whilst the discussions for this event were being held in conjunction with our partners and venue. The TSSC and TR Register clubs will be announcing the dates and venue of the 2021 Triumph Weekend later in the Summer.

The organising team also considered whether club members would feel comfortable and safe to attend an event at that time and how possible it would be to implement appropriate health and safety and social distancing required to keep visitors safe.

Having considered all these factors, the organising team were left no other option but to cancel the event.

Triumph Weekend:
www.triumphweekend.com



1600, Mk 1&2

DAVE RUMENS vitesse@tssc.org.uk

MKII Wheel Trims

Hello everybody. I hope you are all well and staying away from the COVID-19 virus. As I am typing this we are in lockdown which means the both the Reg Secs and Area Scribes have little to write about. So, I thought I would look back at a subject I last covered back in June 2009 concerning the Rostyle wheel trims used on the Mk2 models of the Vitesse. These have now become even rarer and more difficult to find in good con-



Pic.2.

the Herald style hub caps and trims with lozenge shaped slots, [Picture 2](#). However, by the late 1960's styles were changing and to keep the Vitesse up to date a number of changes took place.



Pic.3.

The introduction of the Rostyle wheel trims, [Picture 3](#), was one of those changes which took place when the Mk2 was introduced in October 1968. By the late 1960's the Rostyle wheels were becoming a standard fitment on a number of cars like the P5 3.5 litre Rover and the MGB GT and the trims were a cost-effective way of achieving the same look when compared with fitting the wheels themselves. In fact, Triumph had fitted Rostyle trims to the new TR5, 2500 PI saloon and Stag. I used the word similar because none of these are directly interchangeable with the type used on the Vitesse. The TR5 and the Stag have larger diameter wheels. Though the 2500 PI sa-

Pic.1.

**“Minilite”
Magnesium Wheels**

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Distributed by: S.A.H. Ltd.

Reduce that “un-sprung weight” by fitting these High-Quality Engineered **Magnesium Wheels**, and at the same time give YOUR car that Elegant High-Bred Sports Car Appearance.

The perfect solution for a **Wide Base Wheel** and **Large Section Tyres**, coupled with **Maximum Safety**.



TR4 A

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Magnesium Alloy Wheels
give the advantage of:-

Lightness: One quarter the weight of steel. Two thirds the weight of aluminium.

a.t.o.

dition. Therefore, the options are to fit different wheels of which Minilites are a period, [Picture 1](#), or have a go at renovating your existing ones.

Vitesse 6 and 2 Litre (Mk1) were fitted with

loon wheels are the same diameter as the Vitesse they are a different type and the result is that the



Pic.4.

trim's inner rim, [Picture 4](#), that clips to the wheel is larger than the Vitesse type. If you fit them to a Vitesse after a few miles they usually fall off. As a good set is now unlikely to be cheap it's not worth the risk of buying them only to lose them the next



Pic.5.

day. They can easily be identified by the Leyland logo in the centre, [Picture 5](#), of the trim.

In many instances this has been removed which leaves a small hole. So, if there is a Leyland logo or a small hole in the centre of the trim I would advise you not to buy them.

Even in these days of ebay the availability of the genuine Vitesse MkII Rostyle wheel trims in good condition is very low. Those that do appear will command a high price due to their rarity and the demand. If you are lucky enough to come across some that appear to be in good condition just make sure they are the real article. I have seen very poorly renovated examples which the seller was asking silly money for.

So, what is the answer if your Rostyles are in a poor condition and you don't want to fit different wheels? Well don't despair as there are a number of things you can do to bring them back up to a presentable state. There are normally three major areas that require work. The first is usually where the edges become damaged, either when they fall off the wheel and hit the road or where someone has tried to prise them off by pulling the edge and not levering out the rim. The second point is they have lost their shine and look dull. The final area is where the paint has flaked off the centre of the trim. What I am now going on to describe won't produce a brand new wheel trim but it will give you something that is very presentable and should not distract from an otherwise smart car.

Any small bends on the edge can be straightened out by the very careful use of a small hammer and metal block. The marks can be reduced by using metal polish and a



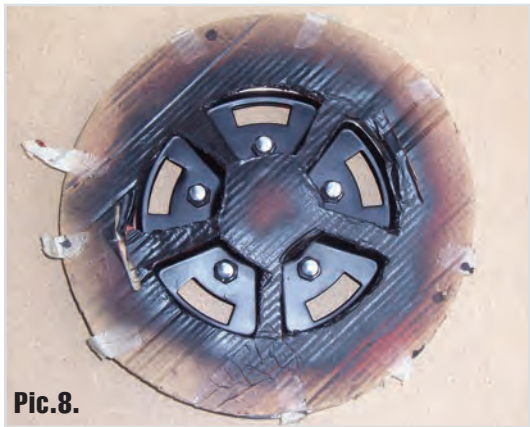
Pic.6.

rag. Where the marks can't, then use a fine wire-wool soaked in metal polish, [Picture 6](#). After the majority of the marks have been removed then use metal polish and a rag. If the surface is in good conditions be careful using wire-wool as this can cause scratching. However, if the surface is already badly marked then any small scratches that remain will look 100 times better than what was there before. All other areas that are just dull can be improved by simply using metal polish and a rag. The last area to look at is the paint. The first job is to clean all the surfaces up and remove all the flaking paint. Ensure you clean the five fake nuts before you start painting as this will minimise the risk of damaging your



Pic.7.

final finish. Due to the nature of the trim's painting the inner section is difficult. Therefore I would advise you to make up a mask out of cardboard, [Picture 7](#),



Pic.8.

and attach this to the trim, [Picture 8](#), with masking tape. The fake nuts can be covered by using a long



Pic.9.

socket or masking tape. If you do use a socket then do not fit it flush on the trim, [Picture 9](#), otherwise the paint will not cover this area. The same goes when using masking tape. You will get a very small ring of paint on the base of the nut. But as this is very small it is less noticeable than if you



Pic.10.

had no paint around the nut. It will also ensure the finish lasts longer. The colour of paint I used was a red undercoat and a black satin topcoat. [Picture 10](#) shows the finished article. Before the work the trim looked like it was only fit for scrap.

So don't throw them away, have a go at renovating them.

One area I didn't cover back in 2009 was if your Vitesse Rostyle trims keep falling off. The first thing is to clean the wheel fixing lugs and then the inner rim of the trim, [Picture 4](#). Inspect the inner rim for damage as this may have become oval in places, and require carefully re-working with a hammer and dolly.

Once you have completed this then fix masking tape to the inner rim, as this will provide some packing to hold the rim onto the wheel lugs. I renovated my trims in 2006 and they still look OK. I had to re-touch up the paint now and again but otherwise they have weathered well.

That's it for this month.

Stay Safe and keep them running on all six - even if it's only on your drive.

Dave



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TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Part of the (Skinners) Union - 2

You can buy kits to either just replace the Waxstat jets or to recondition the carbs which include all gaskets, Jets, Viton tipped float needles, spindles and blank butterflies, some even supply the metering needles but try to source the kit that includes brackets that screw onto the jets to connect to the existing jet linkages if this kit is available for your carbs, as otherwise you will

" If you are reconditioning a single carb set up, take some images to refer back to. "

have to use the "bent bar" type that I always find have to be "re bent" until the jet returns to its' correct position which is fully home against the jet bearing, any gap caused by the linkage holding the jet off the bearing means that the carb will run rich and will also vary the mixture on that carb if the jet returns to a different position each time the choke is used. I have come across literally hundreds of carbs over the years that have had this issue!

With the Carbs removed from the inlet manifold, if you are not familiar with where all the parts fit it is a good idea to "attack"

Carbs Removed



each carb separately so that you can replace all the return springs etc in the correct place by looking at the other carb, if you do work on both carbs at the same time or you are reconditioning a single carb set up, take some images to refer back to. Remove the dashpot which will allow you to remove the large spring and the piston, being careful not to damage the needle. Remove the needle and using a magnifying glass check the tip for wear or damage then roll it on a flat surface to ensure it is not bent. Apart from a few times I have only had to change the needles if the engine which the carbs feed has had modifications, for example when I fitted the large size wet liners to increase the cubic capacity of the engine in my TR4A and the standard needles

caused the mixture to run lean unless the jet were low-



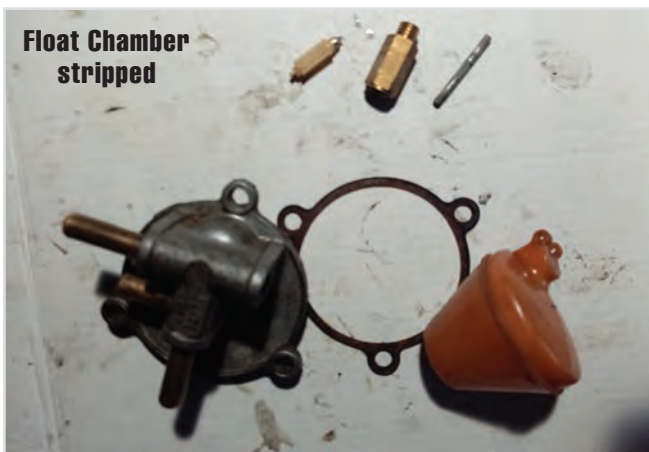
Piston & Needle

ered far too much. If you can't achieve a good fuel/air mixture

between the jet being turned between 1 & 3/4 – 2 & 1/2 turns it is best to replace the needle with either a “weaker” mix needle or a “richer” mix needle. If you contact BURLIN they will advise you on the best one for your particular issue, however, with the addition of 10% ethanol in petrol I am continuously finding that I have to lower the jets by more than 2 full turns to achieve good starting and a correct mixture

While the piston is out, give it a good clean and polish with something not too abrasive (you want to clean it not remove any metal) toothpaste (not gel) is a good option.

Next remove the float bowl from the carb body by undoing the bolt that runs through the body. Remove the float chamber lid (making sure you record which way it fits back on) and pull or carefully tap out the float pivot pin to remove the float, examine the float and replace it if it is showing any signs of wear or damage, if there had been fuel in the float chamber, check that none had entered into the actual float, if there was no fuel in the float chamber, submerge the float in water to see if it allows the ingress of water, replace it if it does. The floats on the carbs that I was working on were the complete plastic non-adjustable height items, but if you have the type with the metal “adjustable” float arm and after you have fitted the new body, needle valve and float, check that when the assembly is inverted (that means turned upside down Mr. Dawson) the gap between the float and the rim of the chamber lid is about 3.5mm – 4.5mm with the float resting on the float needle



valve, you can use a suitably sized drill shank top check this and if the gap is too big or small carefully tweak the float arm until the required gap has been achieved. Take the needle valve out of the brass body (“seat”) and use a 1/4 drive socket to unscrew the body. Replace the body and needle valve with the new ones (Viton tipped needle valve) and re fit the float then using a new gasket re fit the float bowl top.

Next you should check for any wear in the spindles and carburetor body, if there is any, air will be drawn through and will affect the state of tune, this isn’t too bad on a single carb set up but adversely effects twin carb set ups.

If there is very slight wear on carbs that you are not planning to recondition and are just tuning, this can be helped to a degree by smearing a thick grease around the spindle where it enters and exits the carb body as a temporary measure.

TO BE CONTINUED

Whether one Carb or two, SU’s are for you!

Here we have yet another article from regular contributor **John Williams**, thanks John as always your articles are very much appreciated by all.

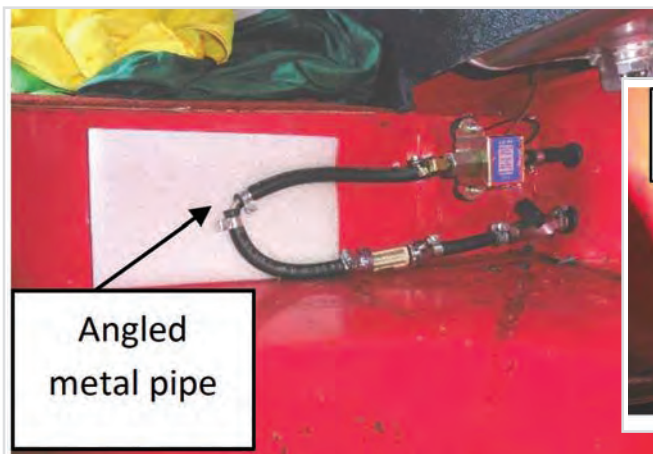
ETHANOL PROOFING THE TR4

One of my winter jobs, provoked by the nice mild weather in January, was to replace all flexible fuel hoses with ones made from nitrile rubber and coded R9. A friend in my local TR group [I am in the TR Register as well as TSSC] told me that lots of suppliers are offloading stocks of R6 rated hose, an inferior grade. Guess what – I discovered that some of my crucial stuff was R6. Crucial I hear you ask? Well, if the implications are that your fuel tank dumps its contents on to your hot exhaust system, I guess it qualifies! I had been aware for some time of a slight petrol smell from the TR4 in the garage. Time for action! The car has been fitted with a Facet electric fuel pump under previous ownership, and the modified fuel feed incorporated an angled piece of metal pipe under the boot and close to the exhaust [2 extra joints!]. I had pre-

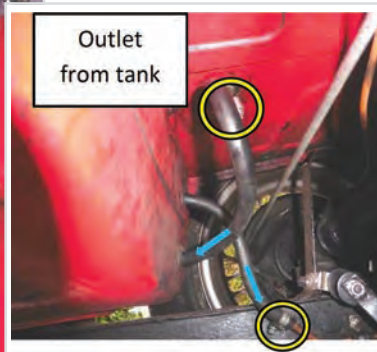
viously fitted an in-line isolating tap from tank to pump, but the hose joint was only just inside the boot. I had also installed a metal elbow to angle the hose in the boot, so there was an obvious opportunity to reduce joints and improve hose layout.



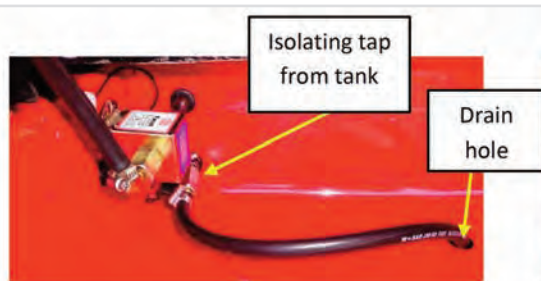
Pic 1 - Existing fuel tank set up under boot



Pic 2 - Existing set up at fuel pump in boot



Pic 5 - Only 2 connections now [ringed] underneath

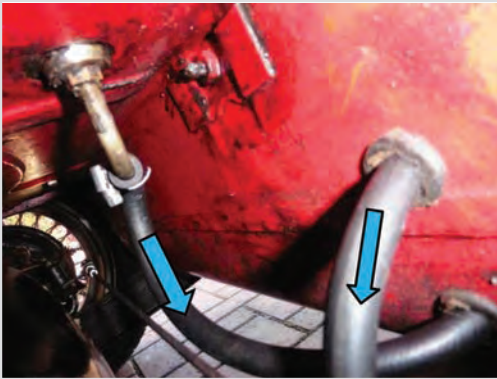


Pics 3 & 4 - Inside the boot - draining tank prior to replacing hoses

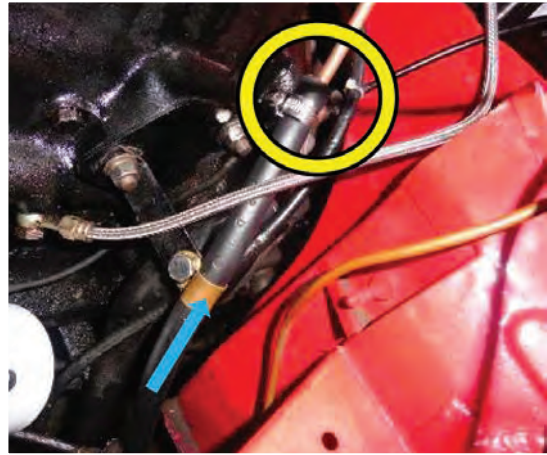
I used my isolating tap to break the joint inside the boot, and by using the entire 3m coil of new R9 hose fed through the drain hole in the spare wheel well, I was able to fully drain the tank ready for total rear end hose renewal.

I felt the angle in the new feed hose from the tank did not need the metal link, so there is now one hose from tank outlet to isolation tap in the boot. Correct alignment away from handbrake cables was achieved by turning the tank outlet pipe through 120°. I was also able to do away with the angled metal pipe in the boot well. The layout now has 8 joints at the rear compared to 12 previously.

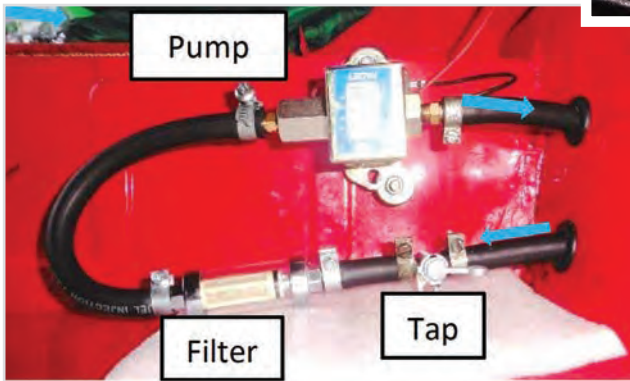
I replaced the tank filler neck hose at the same time.



Pic 5a – Hose from tank into boot

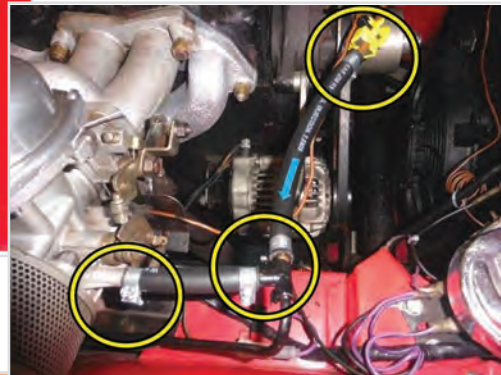


Pic 8 - To engine bay metal pipe at fuel pump blank

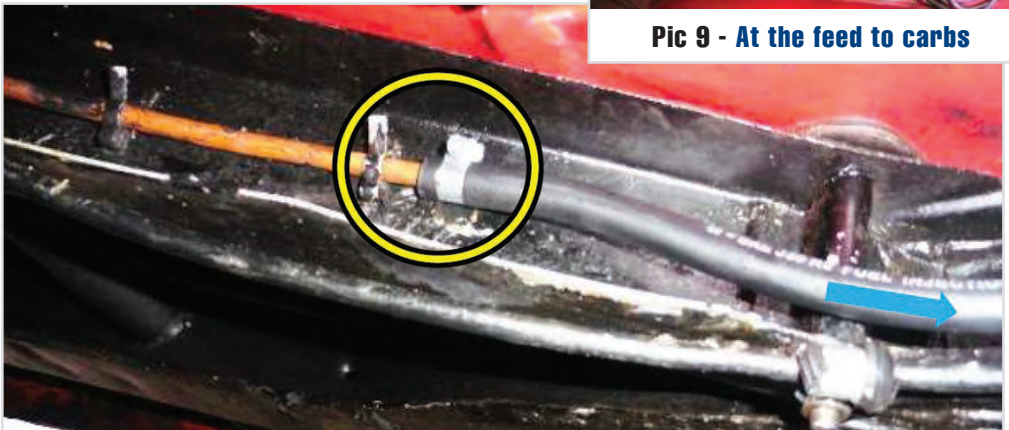


Pic 6 - New boot layout through pump

I also installed R9 hose at the front of the car.



Pic 9 - At the feed to carbs



Pic 7 - From chassis transfer pipe to engine bay

Whether 6 cylinders or 4 a TR is more!

Bern

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Rear quarter valances Herald 948/Vitesse	£38.00
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Inner front wheel arch 903075/6	£69.50
Rear outer wheel arch 802845/6	£90.00
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Herald/Vitesse Body Mounting Kit	£32.50
White rubber bumpers (full set)	£135.00
Rear overriders 703708/9	£75.00
Bonnet corner mouldings 706161/2	£27.50 pair
Wheel arch/bulkhead seal 704033	£4.00
Chrome bonnet catch 607663	£55.00
Door hinges 607824	£21.00 each
Boot hinges	£43.50 pair
Door to glass outer weather strip	£7.00
Accelerator pedal bracket 147655	£12.50
Set of 8 front suspension bushes 119451	£15.00 set
Front suspension shim 122022	£1.75
Caliper repair kit inc pistons type 12	£25.00
Caliper repair kit inc pistons type 14	£22.50
Caliper repair kit inc pistons type 16P/16PB	£32.50
Recon exchange caliper type 12	£55.00
Recon exchange caliper type 14	£45.00
Recon exchange caliper type 16P/PB	£62.50
Brake pads type 12	£15.00 set
Brake pads type 14	£10.00 set
Brake pads type 16P/16PB	£12.50 set
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Petrol tank retaining strap TKC131	£10.00
Petrol tank	£250.00
Petrol tank sender TKC3408	£35.50
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TR7 distributor cap	£9.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£425.00
Recon steering rack (exchange)	£75.00
Front strut assembly recon (exchange)	£95.00
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£9.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£45.00
Lower steering shaft TKC1084	£47.50
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKC509	£25.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Recon exchange brake caliper	£50.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
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Recon Exchange Diff	£450.00
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Rear wheel bearing kit GHK1029	£14.50
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Recon exchange drive shaft assembly	£225.00
Rear shock absorber GSA385	£18.00
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Clutch kit	£80.00
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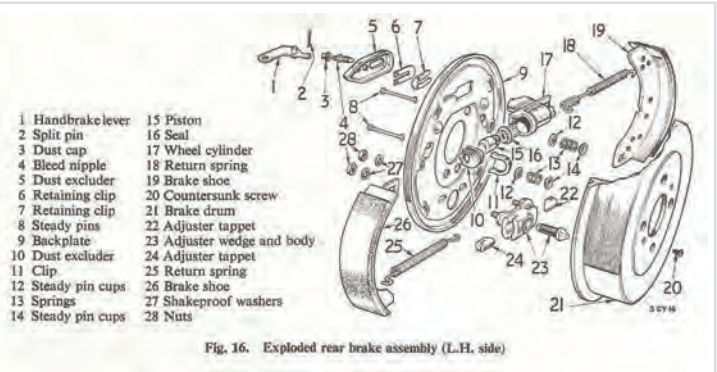
Mk 1/2/3

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ANDY COOK gt6@tssc.org.uk

MOT Time Discovery

A good example of why you should still get an MOT or at least have your car checked over fully by a professional 2nd pair of eyes even if it's old enough to be MOT exempt. Just before the Covid lockdown I took my GT6 in today and the brake rollers picked up an imbalance on the back brakes and low



Leaky cylinder, brake fluid on the shoes

handbrake efficiency. The brakes were not pulling to one side and the handbrake worked and was adjusted last week. So not something I would have picked up at home and I had adjusted and checked the brakes the week end before and not found anything untoward. My MOT tester suspected that there was a leaky

Exploded diagram (Picture from the Triumph Factory workshop manual)

slave cylinder as it's unusual to have a problem with both handbrake and footbrake when the brakes have been adjusted. Sure enough after removing the drum it was blatantly apparent that the issue was indeed a leaky cylinder and contaminated brake shoes.

So reasonably easy fix, and the benefit to our GT6 owners is it gives me an excuse to write an article on a brake cylinder and shoe replacement for GT6s with manual adjusting type brakes. I already wrote an article on the self adjusting brakes fitted to late MK3s in the August 2014 Courier so this completes the story!

Due to a lack of material for my articles while we have no Classic Car events due to lockdown I'm splitting this into two parts to spread what I've got out!

Rear Brake shoe and slave cylinder replacement, manual adjusting brakes. Part 1 Strip down.

Before we start a strong word of advice, always replace brake shoes and brake drums on both rear brakes, never on one side alone.

Also the exploded diagram below, taken from the factory manual will help you to understand how things fit together.

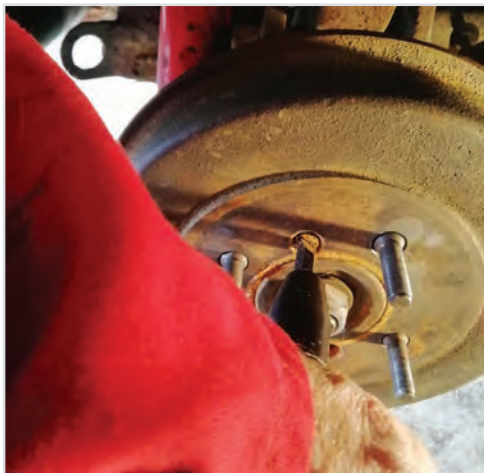
First remove the wheel, most of you know how to do this but just in case, here is how. With the handbrake on and the car on the ground slacken each of the wheel nuts slightly. This is because once the car is in the air the wheel may turn if trying to undo the nuts, particularly if there is an issue with the hand brake. Next chock up the front wheel on the side you are working on to prevent the car moving. Then jack the car up preferably using a trolley jack on the chassis rail. Next use an axle stand to safely support the car before removing the wheel, it's best to locate the axle stand under the chassis rail. The undo all 4 wheel nuts and remove the wheel.



Slackening off the brake adjuster

Next remove the two small locating screws that hold the drum to the hub.

If the screws haven't been undone for some time it may be difficult to undo them and you risk damaging the screw slot. If they do not undo easily then use some penetrating oil and an impact driver to get them moving.



Impact driver on one of the retaining screws.

I can't take a picture and hammer the impact driver at the same time so please imagine I'm clouting the end of the impact driver with a heavy hammer!

Then remove the drum itself. It may come off easily but again, if it hasn't been removed for



Supporting the car securely on an axle stand.

Now it's time to remove the brake drum. First release the handbrake. Next slacken off the brake adjuster as this will make the drum easier to remove. The brake adjuster is a small $\frac{1}{4}$ inch square at the bottom of the brake plate accessible from behind. Use a proper brake spanner to ensure that you don't round off the adjuster.

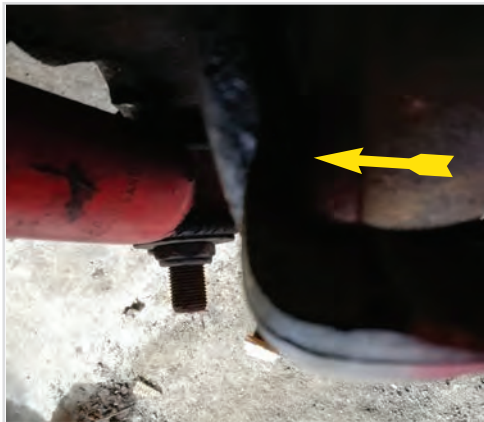


Brake adjusting spanner

some time it may take some persuading. If so first try shocking the drum with a steel hammer. If this doesn't work then use a three legged puller, ensuring that you locate the pulling hooks on the drum and not the backplate. The drum should then come off, it may need a little shocking while the puller is under tension.



Using a 3 legged puller on the drum



Make sure you locate the hooks on the drum and *not* the backplate.

Once the drum is removed you can see the workings of the brake with the slave cylinder at the top, the shoes running vertically at the sides with tensioning springs running across, the ad-

juster at the bottom and the end of the hand-brake lever held on to the front shoe with a split pin near the slave cylinder.



Brake assembly with drum removed (LH).

Time to strip the shoes off the backplate. Firstly remove the split pin locating the hand-brake lever.



Handbrake split pin.

Then remove the locating pins from each brake shoe which are held in place with a spring and a keyhole washer.



Brake shoe locating pin with spring and keyhole washer.

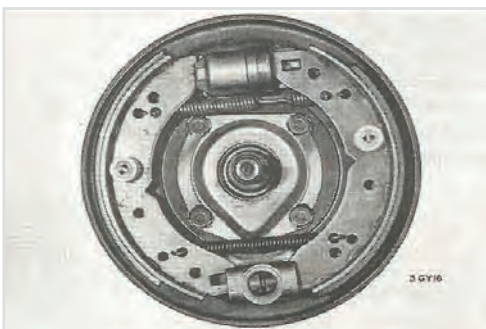
Take a note of the arrangement of the tension springs before going any further, a good way to do this is to take a picture with your mobile. If you have the proper factory workshop manual there is a good picture that will help too.



Top spring location



Bottom spring location



Next pull the shoes out and forward of the back-plate, disengaging from the handbrake lever and slave cylinder. Remove the top spring, it may even just fall out at this stage.



Front shoe moved away from the handbrake lever and back plate

Then pull the shoes out and away from the adjuster slots at the bottom, wriggle the shoes and lower tension spring out of position.

If you need to replace the slave cylinder follow the next few steps

Carefully undo the brake pipe from the slave cylinder. Use a proper brake pipe spanner like the one below to avoid rounding of the hex on the brake pipe union.



Brake Pipe Spanner

Take care not to damage the pipe if you can. However if the pipe is at all rusty or you damage it now is the time to replace it!



Undoing the brake pipe union.

Brake fluid will leak out once it's undone so ideally put a tube over the end and a container to catch the fluid. I used a brake bleeding kit as a handy pipe and container for this.

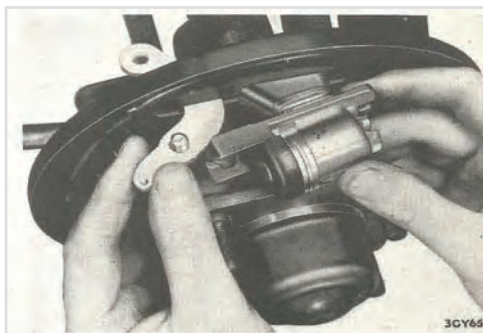


Using a brake bleeding kit to catch leaking fluid once pipe disconnected.



Removal of the horseshoe shaped retaining clips

Once the cover is off you can get at the horseshoe shaped clips (No 6 and 7 on the exploded diagram) that hold the slave cylinder in place, prise them off then release and remove the cylinder.



Removal of the slave cylinder

Next month, Part 2 will cover cleaning, reassembly and bleeding the brakes.

From the Archives

Below from more normal times when we used to have face to face car events!

Andy



The rubber cover moved out of place.

Wriggle the rubber cover (No 5 on the exploded diagram) off the back of the slave cylinder behind the back plate. Unless you are removing the handbrake lever move it sideways with the handbrake lever still sticking through it.



TSSC Stafford International 1990

Norfolk On Your Drive Day

by Paul Girling - Norfolk Area Organiser

TSSC Norfolk On Your Drive it Day turned out to be one of the busiest runs the Norfolk area has had for quite a few years with a total of 18 Triumphs attending.

Here's hoping we see them out on the road once the lockdown has ended and we have a real blast through the Norfolk Countryside!



Andy



Ian F



Ian M



Toby



Chris



Steve & Karen



Geoff



Trevor



Colin C



Delia & Steve



Interloper Andy



David



Paul & Christina



Colin H



Ozzy & Kaz



Jim

Devon's Classic Car On the Drive Day

by Sue Franklin - Devon Area Organiser

Knowing we would be unable to do the much anticipated drive around East Devon on Drive it Day, we came up with an alternative plan – to display as many of our Triumphs as we could on our drives on Sunday 26 April.

Rubbing salt into the wound, the weather on the day was fantastic but we all stuck by the rules and stayed at home. As always, Devon members came up trumps, and we had some really great pics on our Facebook Page, TSSC Devon, some of which are shown here.

We have never used less petrol on Drive it Day!

We'd like to thank the Club staff and CoM for the sterling work they continue to do from home on our behalf, and we know that we are all raring to go when it is deemed safe to do so.



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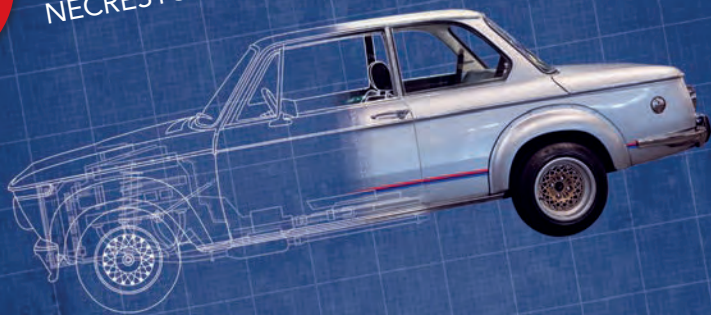
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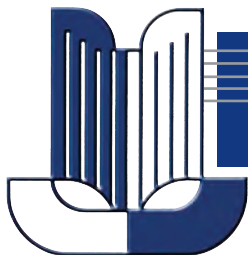
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Car Loan Project

by Chris Gunby - TSSC Chairman

The TSSC gets involved

Three years ago at the NEC Classic Car show I was approached by a gentleman who began to tell me about his idea for a car loan project for getting young people involved with classic cars.

I wished him good luck and didn't think to much more about it, fast forward two years and last November he came back onto the TSSC stand and showed how his project had grown from four cars to twelve and what results had come from the experience.

Carefully chosen young people who had applied to loan a classic car for a year, meeting strict criteria and being backed by Peter James Insurance had made the whole experience a great success.

The majority of the guys and girls that had been lucky enough to have a loan classic car had now gone on and purchased a classic of their own.

Sitting at January's 2020 CoM meeting we all had a discussion about how we could help the project. That's when we came up with the idea of first to last!

The first car that the TSSC ever owned was a Triumph Herald, JDX 884 donated to the TSSC in 1978 and restored before becoming our advertising vehicle for many years.

The other end of the scale was the Triumph Acclaim, the last new Triumph ever made.



JDX 884

Your CoM have decided to put these two cars into the project to help attract younger members into our great hobby.

Don't worry there is no cost to the Club as both the cars are being lent from my collection on behalf of the TSSC.

Have your got a Triumph sitting in your garage, that you would be willing to lend out?

I know of a couple of members who are looking into this at the moment.

Have a look on the website classiccarloanproject.co.uk

Lots of varied classic cars are being lent to young enthusiasts from an Alvis to a pink Cadillac. Due to Covid-19 the hand over date has been put back a while but once this happens you will be seeing more about how it goes from the eyes of the young drivers.

Chris

TSSC Chairman



Triumph Acclaim



Herald

948/1200/1250

COLIN LINDSAY herald@tssc.org.uk

An even Cleaner Wipe?

Dave Rumen's very timely article in April's Courier on the 2-speed wiper motor reminded me that as my soldering skills weren't up to scratch recently my spare GT6 Mk1 motor had to go off for professional refurbishment, at the time of writing has just gone back on the car, and furthermore it now works as it should and doesn't blow fuses any more. It's a classic example of repairing a part to destruction; I needed to replace a worn cable that was shorting out and while the old one came off readily enough, the new one just would not go back on. I'll put it down to cheap solder but when I gave myself a huge blister from the soldering iron I knew it was time to call in the experts.

That aside, there are still many jobs that you can do yourself, with care, so there's no reason why an old and erratic wiper motor can't be easily brought back to full working glory, and we're talking basic maintenance here, not a degree in electronics, so anyone can do it. You'll forgive me if I chop and change units here in the photos... so far I've renovated five, from GT6 and Vitesse to both early and late Herald, and a TR3 unit too.

As with my last article treat the assembly as two parts - motor and gears. (pic1)

The motor is a simple wound-

Pic 1.



field electric motor. It gets power, it rotates; if it doesn't then it's either not getting power, or it's seized. You can bench test these quite simply - I checked this online, for reasons that I'll explain later - but

"so far I've renovated five, from GT6 and Vitesse to both early and late Herald,"

Pic 2.



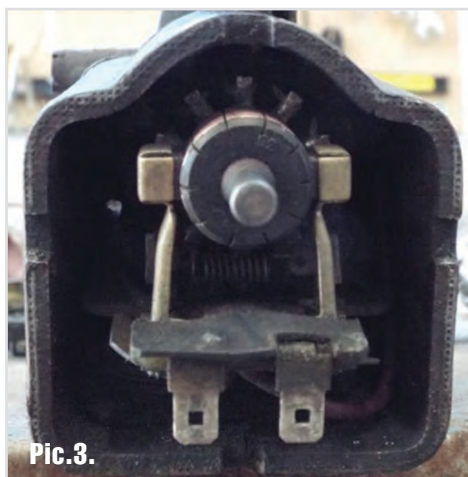
12v power to terminal 2, and an earth to terminal 1, is all that's required to see if the motor turns. (pic 2) The DR3a runs at

45rpm, so you can use it to play singles, then... but bench testing will result in a gentle rotation, not a frantic spinning and loads of sparks. If it turns when tested, but not when permanently connected, then suspect the switch or the loom. If the motor is very slow or creaks and groans, try disconnecting the rack if you haven't done so already - remove the top flat cover (four screws) and unhook the lever from the rack; you may need to remove the circlip and park connector so note how it fits beforehand. Photographs are a real help. Try the motor again, and if it now runs freely or speeds up, the problem is the rack, or the wheelboxes, and usually easily sorted with grease. With the wipers removed, pull the rack out, run it through grease (in the palm of your hand, preferably with a rubber glove on!) and push it back into the tubing. Getting at the wheelboxes means removing the dashboard, but you can try a liquid spray grease around

end of the large rotating unit called the armature ([pic 4](#)), that rotates inside the brushes. The brushes are designed to wear,



Pic 5.



Pic.3.

the spindle from the outside, hoping to reach the inner mechanism, as a simple fix.

If the motor does not run then you need to check the insides. The end cover is held in place with two long screws that go right through to the gear assembly; undo those but be

and will therefore wear out. I've seen brushes so badly worn the arms are eating into the copper windings. A simple design, the arms will lift out and as it is only the tension that holds it all together, you'll probably find that the two spring retainers drop out too ([pic 5](#)). They simply slot back in with the spring hooked in between.

careful as the entire motor body will come off if pulled. Keep them safe, along with the spade terminal for the body earth connection, and while supporting the motor casing, pop the end cover off, and have a look into the inner workings, which look like this: ([pic 3](#))



Pic 4.



Pic.6.

The brush gear is simply two supporting arms for the brushes joined by a small spring, which gives the tension that holds the brushes against the commutator, which is the copper part on the

You may find that the brushes have lightly marked the copper windings on the commutator

(pic 6); gently clean these marks, and any dirt, off with fine sandpaper or an electronics cleaner like Servisol. You can do more damage than good here so be careful, remove



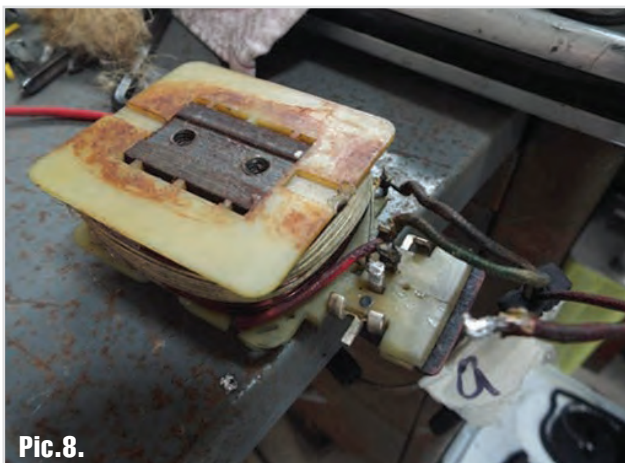
Pic.7.

clean thoroughly afterwards.

Brushes are available new for about £7 (pic 7). The old ones simply slide out; they're held against the windings by the spring tension alone. Slide the replacements in fully with a pair of fine-nosed pliers with the ribs going up and down, not across. They're ribbed to enable faster wear to fit the contour of the commutator for the best connectivity.

If you want to remove the entire body, it will slide off, and often the entire armature assembly will remain with the gears; be careful with the 'park' wire which will remain attached to the park cap and is passed through the cover, so that you may need to cradle the entire assembly to avoid stressing the wiring. If the armature and gears are now exposed, you can rotate the armature gently by hand to see how freely it moves. It should turn the gears easily; any resistance is usually down to a lack of grease and a good dose of LM2 works wonders. Once the case is refitted the armature is supported at either end so that it rotates inside the field coil without touching the sides, and the current is fed via the brushes to the commutator.

The field coil inside the body is held in by two 1/4 screws; this can be removed to check the wiring (pic 8). Bear in mind that after a number of decades the wiring could be brittle; on some of mine the outer sheath had cracked badly, but if you're any good with a soldering iron it can be easily replaced. Usually I only remove the field coil to blast and repaint the casing. If there's no visible damage to the windings or wiring it can be reused



Pic.8.

only what you need to, and

after a clean, again with Servisol or brake cleaner. Make sure you refit it in the correct direction as it is slightly offset. The case simply slides back on, as you gently separate the brush arms outwards to allow the commutator to slide in between, and check that the end of the armature shaft fits correctly into the end cap. It won't go on otherwise!

I mentioned earlier having to confirm the wiring for a bench test; when connecting the wiper motor to the circuit, there are two terminals, and if you still have an original setup and look closely, you'll see a small cut-out above number 2 terminal and this corre-



Pic.9.

sponds to a ridge on the plastic cover of the appropriate cable, which is usually green (pic 9). There is a very good reason for this; the wiper motor is permanently live, and all the switch does is complete the circuit to earth. Way back in the day, I read somewhere that if



Pic.10.

your wipers are running erratically or maybe skipping, you should swap the two wires over, which will allow the wiper motor to turn in the opposite direction. It makes no difference to the wipers but means that the unworn side of the gears is now pushing against the spindle.

RUBBISH. DO NOT DO IT.

All that happens is that the live circuit now earths through the motor, and melts the loom. Not only did I do it once on my first Herald, but I then labelled the loom before removing it, and on replacing the damaged section replaced it exactly as before... and melted it yet again. I'm wiser now, I keep the smoke in the loom where it belongs, but hence the fact that I had to clarify on the TSSC forum that attaching a battery to the two terminals wouldn't melt something that I'd have to pay for. Once bitten....

The park mechanism, which determines the position at which the wipers come to rest, is adjusted by rotating the circular cap over the gear mechanism, once the four screws have been slightly loosened. It works by having a contact touching a circular terminal on the inside of the cap, but the terminal has a segment missing, so that when the mechanism

reaches this part, the current is cut and the wipers stop (pic 10). If you rotate the cap slowly you can adjust the wipers to your preferred position, then tighten the screws again.

Of course, you can always cheat by simply taking the wipers off, and repositioning them...

I mentioned in the last article that the gear wheels can have different degrees, the Herald being 130. If you take it logically then 180 degrees would sweep from horizontal to horizontal, and 90 would be vertical. I carried out a test on my GT6 using different gears and marked where the wipers moved on the screen; you can see the difference between 130, 140 and 150 degree wheels.

(pic 11) The preferred version here in the GT6 is 140, which moves the wipers from just above horizontal on the driver's side to about a two o'clock position, but you can see the differences in the arc of



Pic.11.

the other two gears. On the 1200 Herald the 130 is more than adequate given the different wheelboxes that I mentioned last month.

So as you can see a few small steps can result in your motor spinning more freely, using less current, and maybe even helping you see where you're going. If you're going anywhere, that is.

Here's to getting back on the road again!

Until then keep safe.

Getting in Touch

It seems that as a side effect of the current lockdown (who knows what this will be like by the time you read this) it is at least giving many owners the opportunity to do all those jobs on their cars they have been putting off, or at least planning what they could do with all the extra time on their hands. This has been evident in the increase of emails I have been getting in recent weeks from Triumph owners asking for help, advice and information.

I've barely touched my own Herald in the last month apart from moving it out of the garage, with having so many things I want to do at home and still working despite the lockdown, Triumph play time is in short supply, apart from trial fitting the dashboard, even my Spitfire restoration is getting little attention.

" So this month I thought I would give you a taste of what the owners that have been contacting me are getting up to."

Speedos

Paul Herbert contacted me regarding using Electronic Programmable Speedos as supplied by Speedy Cables, after going through a number of original Smith's type he was

looking for a more robust and reliable alternative. Priced at around £175, around £20 less than a new mechanical one they seem good value if you're not worried about originality. I couldn't really offer much help to Paul as I've had no experience of these either directly or indirectly, so if someone out there has fitted one, please get in touch with your review of how good they are and how they fit and I can publish in a future article.

In 22 years of Herald ownership I have only had one Speedo failure, so my experience is they are fairly reliable. Despite just the one failure, I am on my third Speedo but not due to a second one breaking but my decision to fit one from a Spitfire 1500.....

..... Why do that? I hear you ask.

Well I done that because I wanted to fit a Rev Counter and as you know these were never fitted to a Herald. With no take off on the Herald distributor for a mechanical unit, the easiest method was to fit an electronic one as fitted to the later Spitfire, I therefore needed a matching Speedo, make sense now?

As you might have guessed the Speedo reading was far from accurate as they were not intended for a Herald, so I sent mine off to Speedy Cables for them to refurbish and calibrate.

This was at the time when I was doing my EFI conversion, so the Rev Counter went off as well as the electronic pulse from the ECU is different to that supplied from the coil, so it needed some modification to work.



Pic.1.

Overdrive

John Lovatt asked if it was worth fitting an Overdrive to his

Herald (Pic 1). For speed I will copy and paste my reply to him below:

Thanks for getting in touch, nice looking car!!

I've never heard of anyone fit an overdrive and regret it, so I would definitely say do it! It's not a difficult job and can be done by anyone with a bit of mechanical knowledge. Makes such a difference if you drive the car any distance, I would hate not to have one now.

You will need the following:

- ◆ Rail Gearbox with D-Type Overdrive. Try to get a 4 Synchro box as fitted to the MK4 Spitfire, unless you don't mind a crash 1st gear. (You can fit a Single Rail Gearbox & J-Type Overdrive, but that adds an extra issue)
- ◆ Overdrive Gearbox Mounting & Chassis Plate
- ◆ Overdrive Relay if D-Type Overdrive (Not needed for J-Type)
- ◆ Shortened Propshaft (Read Here: <https://triumphherald1360.blogspot.com/2014/10/propshaft-for-overdrive-gearbox.html>)
- ◆ Column Mounted Overdrive Switch
- ◆ Wiring Harness

Some things to consider.

- ◆ Trying to find a half decent gear box & OD is getting harder these days and prices are increasing.
- ◆ You may find that any unit you do buy may have to be rebuilt, so factor in the cost.
- ◆ If you do need to rebuild a unit, be careful where you source gearbox parts from, most of the traders sell Chinese or Indian rubbish. Try **Mike Papworth**, he can supply most items needed.
- ◆ Whilst I initially modified a propshaft to fit, I did eventually have a new one made by Dave Mac Propshafts for around £150.00. They can make one with a sliding joint which makes for easier fitting.
- ◆ Single Rail gearboxes (as fitted to Spitfire 1500's) have a finer spline on the first motion/output shaft so Herald friction plates don't fit. Easiest way to overcome this is get one for a Dolomite 1300. You will also need a Bellhousing for a Single Rail to 1296cc engine.
- ◆ You will need to cut away a bit off the prop

tunnel in the car and fabricate a plate.

Hope all this makes sense, but feel free to call me if you want more information

Windscreen Wiper Switches

John Renaut was asking about sourcing a Windscreen Wiper Switch with the manual pump. Any Herald owner that's needed to replace one of these in the last 20 odd years will know the supply of the single speed switch as fitted to our cars has long since dried up. Thankfully the Spitfire was fitted with a near identical switch (**Part No. 155495**), but the difference being it's for a two speed wiper motor so you'll end up with an extra switched position that's not used.

In the last year I have had to replace mine twice. Initially I bought one from my favoured supplier, but when it arrived it looked nothing like what I expected, but where it screwed through the dash etc. looked OK. Whilst it fitted and worked, the plastic control knob didn't clip in properly and the switch operation itself was overly stiff and hard to turn. 3 weeks later the unit failed and I contacted the supplier who refunded without issue, I definitely didn't want a replacement.

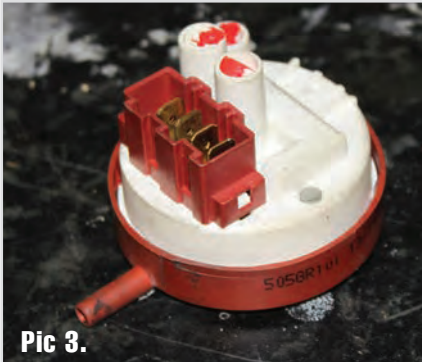


Pic.2.

I then went to my least favourite supplier as I could actually see what the switch looked like on their website (Pic 2), this is what I was expecting it to look like, so I ordered one. This one fitted absolutely fine and has worked great since.

Hopefully I saved John the hassle of going through the same problems.

As I have written before on these pages in the distant past, I made use of the second unused position on my switch by fitting an intermittent wiper relay which is so useful! I have also done



Pic 3.

away with having to do the manual pump for the washers by fitting a washing machine pressure switch (Pic 3) and electric pump (Credit to fellow Devon member Malcolm Huxtable for this little gem).

evance of the engine number Suffix, as on his he had just the prefix (GE) and number. I was only aware of those with 'HE' & 'LE' meaning High Compression or Low Compression Engine, I'm not sure how widely used the Low Compression ones were, but I have never seen one in the flesh.

Wanting to give Geoff some clarity I contacted the very knowledgeable former 13/60 Register Secretary Phil Wilson, he knows a thing or two about Heralds. He also had no knowledge of engines without a Suffix, but did add an extra bit of info that the early engines just had 'E', again not something I'd seen before. So the conclusion was that it was a stamping error/omission, unless anyone out there knows different?

Down here in Devon members are staying in contact with Virtual club nights, both the North & South having 'Zoom' meetings around the time the real things should have been held. In these difficult times it's a



Pic 4.

great way of staying in touch and keeping the Triumph family together.

As there are a lack of pics in my article this month I'll throw in a couple from Drive it Day this year, well the event that ended up 'On Your Drive Day' instead (Pics 4 & 5).

Engine Numbers

Geoff Scarborough enquired about the rel-

Stay safe & see you next month.

Darren



Pic 5.

Have you Filled in one of these lately?

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Peace of mind!
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Important: for insurance purposes this certificate is only to be used in conjunction with

POLICYHOLDER'S DETAILS

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 Date of Birth Membership No. / Expiry Date
 Address (Including Post Code) Post Code
 Daytime Tel. No. Evening Tel. No.
 Fax No. E-mail:

***Must be completed with current TSSC membership number and expiry date to validate certificate.**

VEHICLE DETAILS

Model	Reg Number	Body Type	Engine Size	Tick if LH Drive	Manual / Auto	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 REPAIRS: 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: A considerable amount of work may be required to make the vehicle condition A2 or better.

NOTE: This certificate will NOT be TSSC Backed unless insurance is with a TSSC Panel Member

NOTE: 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.

What does fifteen pounds buy you nowadays?
 A round of drinks down the pub with your friends? Steak and chips at the local?
 Or the latest best seller hardback from the bookshop? OR it could guarantee that should the worst happen to your Triumph pride and joy, you will have the peace of mind knowing that you have got a TSSC Agreed Value policy with one of the TSSC Insurance panel. "Oh, I already have one of those" you say! Are you sure? because if the insurance company has sent you a form and told you that you can **"Value your car Yourself"**,

then it **IS NOT a TSSC "Backed" Agreed Value policy.**

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

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

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

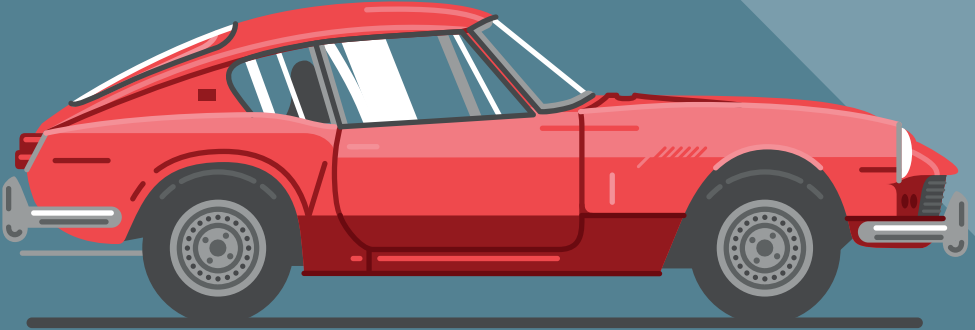
Left Hand Drive cars as above less 10% (or less 5% if converted to RHD)

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

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Interior Spruce Up

Hello. Hope this edition finds you and yours are well and fighting off this damn virus as much as possible.

While life is paused, more time spent on line in my household as I am sure across many. It has give me some time to spend on the 2000. As I have discussed, my good friend and member of South Bucks Dan James was to be married to his fiancée Elaine in April.

Unfortunately, as so many plans have been, it has been postponed to later in the year. Dan had asked if I could attend with my 2000 as a Wedding car. Its actual job had not been finalised but its main purpose was to be back up to his Stag!

I have probably said before, the interior was my main work as the exterior is generally ok for a wash and polish. As many of the wedding party would have not been in a Triumph before, so wanted it to be as 'normal' as possible so to keep everyone calm as possible. I have a good selection of floor mats from over the years with different cars owned. Some fit in-



credibly well, others don't! Just a word of caution. If you do use floor mats, be careful in the

"unfortunately it has been postponed to later in the year"

drivers footwell. I speak from experience when an ill fitting mat has moved and sat across the throttle with some 'challenging' results!

I generally do a deep clean every spring as while attending shows, I just give it a quick clean and wipe over. I decided that the wood trim was in need of a re varnish. Its been around three years since I did it last. At some point, it would seem a very hard varnish was used, which went brittle and very hard, and produced small splinters of varnish! I managed to remove most of it last time, so this was just a quick light sanding and varnish. Purley by coin-





The head unit is a older style Sony unit that came with the car. Its one where the face comes off! Remember those?!

So, the interior is clean, all mechanicals checked and topped up. I de-

cidence, the varnish in the cupboard was Ronseal interior 'light oak' which seems a very good match for the trim!

Yes, I took the easy way round and left the trim in place and masked up as I know my luck, I would break something off and not be able to get another one before the wedding! There is sufficient room to apply the varnish with having to mask up the other side of the trim, but varnish sticks to windows very easy and is pain to remove!

I was quite pleased with the results.

I treated all four doors plus the dash so gave it a good spruce up!

I then decided to start on the rest of the trim. Each one at a time. I use a good quality car interior cleaner and clean microfibre cloth. I would suggest one area at a time, and always try a test area out of eye line in case there is a reaction. It's probably very rare with vinyl, but best to check. There is a superb level of detail in the vinyl, I probably have over looked over the years! It does take a bit of time to get into all those details, as all hold dirt!

Again, quite pleased with the results!

I removed the speaker cover from centre the dash as I couldn't remove all the dust from it. As I removed it, I was intrigued to find more than the one speaker that I was expecting! I have often wondered, but never got round to, see what was under the cover as always wondered how it produced quite a good sound, as no speakers in the doors or the rear parcel shelf.

A pair of Sony speakers! Fair play to whoever put them in as I say, its produced quite a reasonable sound, even over the Christ Witor stainless exhaust!



cided to take it for run to collect one of my sons and fill up the fuel tank of the 2000 for the long run to the wedding venue.



So, we are all set. Media is covering the ever increasing the terms of the lock down, in the next 24hrs, Dan then contacts me to say they have had to postpone the wedding..

Anyway, the car is now ready for the show season, whenever that may be

If you read my write up often, you will know Brooklands (the worlds first ever purpose built race track) is one of my most favourite places to visit. I have been going there since the late 1980s. For several years I have attended the New years meeting there. This year was no different and took pictures as I normally do of any big saloon. A few weeks ago I received a email from a member who had been doing so catch up reading of past Couriers.

It was an email from **Ian Johnstone** to say that he had recognised the car as being his father's car from some years ago! It bought back some happy memories and was most pleased to see the car was still being used and enjoyed this day.

So, I decided to see if I could find the owner, and with a bit of social media research and help,

ern" car from his 1959 Austin Cambridge being only around 10 years old! As soon as I was old enough to drive, I graduated to the Triumph from beginning on the Austin which seemed a big step up in size and power. I used to drive my mates



home from school in it which was all good practice for the driving test in 1980.

After passing, I drove it at any opportunity – to the pub, to concerts in London and on holiday. It was such a great car to drive with the smooth straight 6 purring under the

found the current owners Rob and Michelle who have owned the car for some time.

This is the letter from Ian (thank you Ian)
" Finally getting round to sorting out the growing pile of "Couriers" balancing on the coffee table, I started flicking though the oldest first and was amazed to see a familiar "face" in the green Triumph 2000 Mk1, KGW 862D in your article on New Year's Day meet at Brooklands in the Feb 2018 edition.

I then noticed it featured again in your more recent Feb 2020 article.

I can add a bit of history to the car which may be of interest. My father bought the car in the late '70s, around 1977 I would guess. Our family thought this was a big step up to a more "mod-



Mr Johnstone (senior)

bonnet and soft suspension rolling over the bumps (and wallowing around roundabouts!)

My dad owned the car until the early 2000s as by then he was finding it difficult to service the car as he had always done. He was having problems with the transmission and I believe a local chap who was investigating the problem made him an offer which he reluctantly accepted, and he bought a Rover 400 as a replacement.

My dad passed away in November 2015 and I know he loved the car and cherished it. I can't remember it ever letting him down and he only

had to do some minor body work repairs after he waxoyled everything! It's great to see it's still out there being used and loved!

p.s. I am currently fully restoring my Triumph Spitfire Mk3 which I have owned since April 1982, but that's a much longer story!

Triumphs run in the family!

Apologies for the poor quality of the pictures – photo of a photo as my scanner has packed up.

Ian Johnstone

Again, thanks to Ian for the email. Glad I could bring some happy memories back to you.

Well, at time of writing, only guess work to when the lock down might be ending. A good friend of mine who now lives in Florida, attends many car shows. Under lock down, the organisers of the last show asked everyone to park their car and stay in it, in a row facing the road. Visitors were then told to do a slow drive along in their car to view the cars!



The car at Brooklands New Years Day Gathering 2020



Beats my idea..

Anyway, stay safe, stay positive.

Take care.

Carl

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



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Spitfire Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org.

Spitfire - A History

What strange times we're living through. Oddly enough, mine hasn't changed greatly as I work from home anyway, apart from a part-time secretarial job which obviously had to end - and is it sad to say that I miss rooting around the bargain bin in Tesco?

Guy did put both of the Spitfires out on the verge for 'On

Someone using the lockdown time to good purpose was **Mark Miller** whose car I briefly mentioned in my March article. He's now written a brief history of his car for these pages.

History of my Triumph Spitfire

"I bought my Triumph Spitfire in September 2012. It is a Mark 1 Spitfire first registered in November 1963 and the registration is 8752 PE. At the time I was working for a lady called Sarah in East Ashling near Chichester and the car was kept covered up in a garage. She mentioned that she was selling it and asked if I knew of anyone who might be interested. I said yes, me!



It hadn't been used for at least 8 years but was in a reasonable state of repair. I bought it for £4,500 and became only the third owner. It had an Aston Martin cover which unfortunately was not part of the deal! Sarah was the second owner and had owned it since she was 18 and she was now 58 when she sold it to me. Sadly 3 months later she died and never saw it restored to its former glory. It had

The Drive Day', in fact he got nearly all the cars and bikes out giving him an opportunity to at least tidy the garages up a bit - he said - although it really doesn't look greatly different to me!

Otherwise, the poor Spitfires are mostly tucked away in their 'bunk-beds'



103,500 miles on the clock. She told me a lovely story of having 4 friends in the car and doing 90mph on the Hog's Back!

I mentioned to her that it looked like the original steering wheel had been replaced. She told me that she decided to replace the original wooden wheel with a more modern and smaller one and put the wooden one in the loft. One day she decided to have a look at the wooden steering wheel, only to be told by her father that he had given it to the local jumble sale!

I enlisted the help of a friend, Mal, and we set about trying to get it going. The first thing to replace was the battery as the old one was well past saving. The engine did



to work on the car in her garage but it was time consuming getting over there so I decided to move it home. I arranged for a recovery company to come and pick it up. However, this was more difficult than it sounds as it meant pushing the car from the garage across the back grass and on to the front drive where it could be picked up. My son James gave me a hand and eventually we made it on to the drive.

The car was taken to a local garage and they

turn over but was nowhere near starting. The aim has always been to keep the car as original as possible. When I bought it, it was still on the original gearbox and clutch. It had the original soft top, hard top and tonneau cover. I have since had the zip replaced on the tonneau cover. Mal and I replaced the spark plugs, points, condenser, coil, HT leads, oil filter and changed the oil. Subsequently, I changed the coolant.

Sarah was happy for us



managed to get it going. However, it has had problems with cutting out so the fuel tank was drained and a new sender unit fitted.

A filter was fitted to the fuel line which was also replaced. I took it to a local guy who specialises in old cars and he tuned the SU carburettors and the cutting out issue was solved.

February 2015 – failed MOT due to worn tyre (the tread was ok but the walls were starting to crack due to age) and a leaking nearside rear brake hose. Whilst it was in for the MOT I asked

them to change the gearbox oil. As they drained the gearbox, they noticed that there was a gear lying loose in it. The result was that the gearbox had to be sent away to be rebuilt and it also made sense at the same time to replace the clutch.

However, it was now going and it was time to look at the paint work. I took it to a guy I knew, Kevin, who specialised in car body repairs and paintwork. Although it was in good condition, it had a respray several years ago but it had not been done particularly well. Having discussed it with Kevin, it was decided to start again which meant taking everything off the car and stripping it down to bare metal.

Any damage and rust was dealt with and he gradually built up the layers of paint.

It was agreed that he could have the car all winter so he could fit it in around his other work.

Kevin did a beautiful job and restored it to its former glory.

It was now time to look at the seats. They were in reasonable condition but did have some damage including a couple of cigarette burns. I contacted several car upholstery companies but no one could help. Apparently, most car upholsterers in West Sussex had gone to work for Rolls Royce in Goodwood. However, a friend of mine suggested I try at the local marina. I found a company at Littlehampton marina and they were only too happy to help. I gave them both front seats and they did a great job.

They replaced the stuffing and reupholstered them retaining the white piping around the edge.

Now the car was back home, my next door neighbour was happy to help. One day whilst working on it, he noticed that there was quite a bit of movement when the engine was idling and suggested we replace the engine mounts which we duly did. The difference is amazing.

In order to get at the engine mounts we had to remove the radiator. I took the op-



portunity to flush it out but when I drove it back to where I keep it, I noticed that it was leaking. I contacted Guildford Radiators who came and collected it. They told me that it needed to be repaired and



recored. They dropped it off a few days later and it looked brand new. I took the opportunity to replace a couple of the hoses and clips. Also the bonnet tended to vibrate and on closer inspection we found that the rubber cones were missing. These were replaced and the problem solved.

The lights on the various dials were not working and we sorted these out. There is more work to be done on the interior, sorting the carpet out, repairing the radio, sorting the wiring, replacing some of the switches and doing some painting. The wiring under

the bonnet, although functional, needs tidying up.

The hard top may need a re-spray and the soft top needs looking at.

My wife bought me a wooden steering wheel which I have now put on and it looks great.

I have taken the decision to put it through an MOT each year and it has just passed for this year.

Sadly, with the current situation I haven't been able to get out in it as much as I would like which is extremely frustrating as the weather has been so good. I only ever take it out in good weather as I love to drive it without the roof on.

I do take it to local car shows but sadly it looks like that won't happen this year."

Mark Miller

And, finally, **Clive Wakeman** sent me some more period brochures for items fitted to his Spitfire so I thought I'd spread them out over the next few issues.

This time I thought I'd feature the Dipstix Oil Level Indicator unit.

At £3 9s 6d in 1967 it was quite a pricey addi-



Clive's extras

"DIPSTIX" ENGINE OIL LEVEL INDICATOR

GENERAL DESCRIPTION AND OPERATING INSTRUCTIONS

The "Dipstix" Oil Level Indicator is suitable for all vehicles with a 12-volt electrical system and a straight 1/2" minimum diameter dipstick.

The "Dipstix" Oil Level Indicator has been designed to provide a reliable and "fail safe" indication of the presence of oil at a given level in your engine.

The test procedure is as follows:—

With the vehicle standing on a level surface, and engine stationary:—
Press button for 5 seconds and observe the light bulb.

Lamp flashes once—and goes out—oil level correct. It may be noticed that a dim glow may show from the bulb; this is permissible.

Lamp remains on, while button is pressed—engine requires oil.

To prove system: Repeat the above check after 5 seconds. This is the "fail safe" characteristic of the indicator. When the button is pressed, the initial current surge, causes the bulb to flash even when the dipstick element is immersed in oil.

Any fault in the system will stop the light flash with one exception; if any of the connections between the control box and dipstick become broken, or the dipstick element damaged.

This fault is identified by the double check, where the button is pressed again 5 seconds after releasing it the first time. The first press will have fused the bulb, and the second press will cause no flash, thus indicating a faulty system.

By the second operation of the button all possible faults are checked, proving the "Dipstix" Oil Level Indicator fully "fail safe".

UNDER NO CIRCUMSTANCES SHOULD THE BUTTON BE PRESSED (WITH CURRENT SUPPLIED TO UNIT) WITHOUT THE DIPSTICK BEING CONNECTED IN THE CIRCUIT AS THIS WILL CAUSE THE BULB TO FUSE.

In the event of the bulb fusing, the green lens may be carefully prised out by slipping a knife or finger nails under its edge and lifting out.

Replacement bulb 2.5 volts 0.3 amp. (Standard flashlamp bulb).

There are a few isolated cases where a special extra length of dipstick tube is required for certain models. If this is found necessary, please return the dipstick tube assembly to the manufacturers, stating the make and model of the vehicle concerned, and a longer dipstick will be supplied by return, free of charge.

For any vehicle where the standard 15" length dipstick may be too long, and fouls on any overhead component, the tube may be bent freehand to a suitable angle, above the established clamp position.

AT NO TIME SHOULD ANYTHING BE INSERTED INTO THE CONTROL BOX OR DIPSTICK TUBE, AS THIS MAY RESULT IN DAMAGE TO THE FINE WIRE ELEMENT WOUND IN EACH OF THESE ITEMS.

See over for fitting instructions.

DIPSTIX LTD.

MARSHALL WORKS,
WEYBRIDGE TRADING ESTATE,
WEYBRIDGE, SURREY, ENGLAND.
Telephone: Weybridge 46775 (3 lines).

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tion. Does anyone else have a similar item fitted to their car?

Suzie



NEW Product!

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

e-mail. clubshop@tssc.org.uk

Boot Hinge & Handle Pedestal

Neoprene Gasket Replacement Set

Suits Spitfire I/II/III & Herald & Vitesse

HVSN001 Boot Hinge/Handle Gasket

Neoprene so will not disintegrate!

£6.00 P&P 0.5Kg



PRACTICAL CLASSICS JUNE ISSUE ON SALE NOW!



We celebrate the Triumph Stag's 50th birthday with a triple test alongside two period peers from the British Leyland stable - the TR6 and the MGB. Plus, **Nigel Clark** continues renovating the tired interior of his Spitfire MkIII project, while **Gary Stretton** gets creative and covers his Peerless's parcel shelf with leather salvaged from an old sofa!



ALSO AVAILABLE DIGITALLY

TOP TECH



FEATURES



SAGAS



ACCLAIM ALL MODELS

GRAHAM ROBERTSON acclaim@tssc.org.uk

Too Many Acclaims!

I must apologise for not having an Acclaim Register article in the last few editions, but Chris Gunby has come to my rescue this month with a wee update on his Acclaim fleet. In the mean time my own fleet has grown and I'll provide an update next month! Over to Chris:

How many Acclaims is too many?

For a lot of people its one!

Always the under dog never quite seen as a proper Triumph, the Acclaim has always had to work hard to prove it's self in Triumph circles.

Things have changed a lot over the last few years and now Triumph Acclaims have a good following of serious enthusiasts, probably still the cheapest way of getting into classic Triumph ownership but how many is too many ?

In my case it was four.



So what to do?

*The time had come to move things on, with an Email to our current Acclaim reg sec a new home was found for **UKY 681Y** 19,000 miles from new Triumph Acclaim CD in need of a bit of front end tlc but more on that from*



Graham I'm sure.

*Then we have **HOU 229X** Triumph Acclaim HLS 28,000 miles from new, one previous owner and one previous big hairy Dog !!.*

Been off of the road for 11 years after lots of



the Courier).

That's now down to two **A607 VMF** Triumph Acclaim CD is as original as the day it left the factory and a joy to drive and that's the way its going to stay.



Last but not means least **XFP 87Y** the car that used to take me to school as a 13 year old now knocking 60,000 miles from new, a finisher in the Round Britain Reliability Run twice and also the TSSC Five Point Tour, time for a little TLC to make sure this car is good for many more years to come.

Remember you heard it here first, don't leave it too late to experience what a great classic car an Acclaim can be, prices are already rising and with very few left, grab one while you can.

There's no shame in an Acclaim!

Graham



cleaning and getting rid of a lot of dog hair and a good mechanical overhaul it has now been fully recommissioned, and the TSSC are going to use this car for the Classic Car Loan project (please see separate article in



TR7-8

ALL MODELS

PAUL LEWIS tr7-8@tssc.org.uk

RUST!

After completing the cylinder head repairs in last month's article, I decided I would look at turning the Victory Edition Replica back into its original 1976 look.

One of the tasks was to change the colour of the tail-light panel. The early cars built at the Speke factory in Liverpool carried over the design cue from the TR6 and adopted the satin finished black rear panel. In my opinion the Fixed Head Coupe (FHC) variant looks better with the Black whereas the Drop Head Coupe (DHC) I think looks much smarter with the body coloured panel.

When the previous owner had painted the car, he had decided not only to paint the tail-light panel yellow but also the sills. After a good clean and a rub down with some emery paper the car was masked up and the transformation commenced. Once the paint was dry the lights were refitted along with the number plate.

**"Just a little peep"
was what I
decided,"**

What a difference it made. Not stopping there I decided to look at the vinyl roof. Although I like the look of the black vinyl there was some evidence of rust creeping in behind it.



Old Yellow Panel



New Black Panel

"Just a little peep" was what I decided, "one little corner just to look". "oh dear" it looked bad but how bad. The only way to find out was to peel a little bit more away. The next thing I knew was the vinyl roof was off and in the bin.

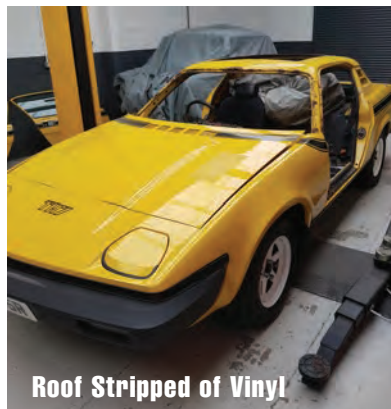


Just a little peep!

After removing the scuttle panel finisher and trim around the windscreen I found out why the car had rusted so bad. At the base of the windscreen there should be a 5mm block to position the window in the frame. This was miss-



Peeled a bit further - OH Blimey!



Roof Stripped of Vinyl

ing, this meant the windscreen sat lower than designed. Over time water ran off the roof and sat at the top of the windscreen behind the centre clip of the surround. Here it seeped under the



And heres the A Post!

vinyl roof and rotted the steel away. So now I am in the process of repairing the rust and looking at a full respray. Maybe I should have left it alone.

But then again, if a job is worth doing do it right.

Next month I will update you on the roof repairs or booked myself into the Triumph Asylum.

Paul

More Kits Abroad

This month I am very much following the same theme as last month; British kit cars currently/recently for sale on mainland Europe.

The cars what I am writing about this month are all Moss cars – it will be unusual for me to write about Mosses without mentioning my own Moss Malvern... oh, I haven't.

The white car, a 2+2 Malvern (although the rear seating seems to have been put over to luggage) is advertised for sale by a car dealer in Italy. The advert is a strange one; this is the headline description, **"TVR T350 Triumph Moss year 1983 km 50,000"**.

"Goodness knows how they expect to attract a buyer..."

Yes, that is how it is described. What's more, it doesn't say any more than that

about the car. Goodness knows how they expect to attract a buyer... on looks alone, I suppose. They do give an asking price, 12,790 Euros.

As I only have looks to go on also, what can I say about this car? It does have an Italian registration plate, which suggests it has been in Italy for a while, unlike a lot of British kit cars for sale on the Continent recently that still have British plates, having been bought up in UK just to be immediately put up for sale. It is RHD, though, which suggests it wasn't originally built for driving on the right.

From the photos it looks to me to a pretty good build. I'm drawn to the vents on the side of the engine side panels; I've never seen it done in quite this way before.





Spitfire-based kit cars - with the side draught Stromberg or SU carbs and the "new" narrow engine compartment there is no room for air filters. A common solution is to cut a hole in the side, or build a bulge. My way has been, for nearly 70,000 miles, to not have an air filter at all, just a piece of aluminium grid, to keep the wasps out.

The photos aren't good enough to get any appreciation of the engineering in-

The desire to add engine cooling vents to the Moss body is shell is quite common amongst owners; the

volved to attach the carb to the inlet manifold in this fashion, and I do wonder if forcing the air to take 90° turn has a deleterious effect on engine performance.



There is yet another possibly unique feature I notice – the arrangement of rods on top of the dash that seem to be there to control the angle of the wind deflectors. An interesting alternative to the more usual friction hinges.

I found the red car, which isn't a Malvern, it is the two-seater Roadster, for sale on Ebay, and then noticed the seller was the same German dealer that had the Douglas TF I wrote about last month, who seems to be targeting UK buyers for this car. Here's the headline for this listing:

Classic 1971 MOSS Roadster 1.3 Kit Car based on TRIUMPH Herald - UK Registration. Very good condition - New roof and

fibreglass body panels as originally supplied had none. I have had the same thoughts myself; my car has just a 1296cc motor with single Stromberg, and on a hot day with a Kenlowe fan I'm only just keeping on top of it.

We can see this Italian car is also running with a single Stromberg, but it is arranged in a way I've never seen before, it is turned 90 degrees from normal. This is to solve a problem found with most of the Herald /

windows - wirewheels

And this time we do have some more details from the seller,



the asking price is 7,900 Euros:



MOSS Roadster, kit car registered in 1971. Based on 1.3 litre Triumph Herald (approx. 57 bhp). Engine and transmis-



sion are fine. So the car drives well and presented overall in a very nice condition. As the photos show, there is no



damage that requires urgent restoration work. The roof including the windows has been completely renewed and fits like a glove. Comes with 13 inch wire wheels with new tyres. Interior with wooden dashboard and white leather seats. Engine starts easily like almost any Herald and it is fun to drive this roadster. A real classic kit car, also for all collectors due to the beautiful condition.

For an extra charge a delivery to the Port of Dover or Port of Hull (Yorkshire) is possible.

Also to your home address in the UK. Is running and has all the original vehicle documents, meaning V5 and MOT documents, UK registration.

From this description we know a little bit about this car, but there is a lot more to know. The first thing that strikes me from the photos is that this Moss is not Herald-based. Spitfires are not my field of expertise, but even I can recognise many Spitfire parts, from a late Spitfire too. The square switches, ventilation controls and, most obviously, the twin-carb engine (which will certainly give you a bit more than the quoted 57 bhp). And that steering wheel, is that Spitfire? I don't recognise it, but it's not Herald (and, to my eye, it is just wrong for the car). In case this is not strong enough evidence the vendor thoughtfully includes a photo of the car's VIN plate, which is an original Triumph one, and comes from a Spitfire MkIV.

We also know the UK reg, HCH185K, so we can look this up on gov.uk: DVLA has it as a Triumph/Moss, first registered

in August 1971. It also says the car is SORNed; this shouldn't be, should it, to three adults at a time, a four hour trip in a Triumph-based Moss Malvern. For the sum of £416.25 you don't get to



drive the car, you get to be chauffeured around the French Riviera.

Now, you all know how much I love my Moss Malvern, but that love is all generated by the joy of driving it; I don't think the same level of endearment would have been engendered from the experience of just being a passenger. I have occasionally been a front seat passenger in my

if the car has been taken abroad? And from DVSA we can see that it last passed an MOT in July 2017, when it had two steering-related advisories.

This apparent confusion over the car's history doesn't necessarily mean it is not a good car, despite its horrible steering wheel! What I can't understand is why a car dealer from Germany bought a British kit car just to try and then sell back to a British buyer.

There must be something going on that I don't know about.

During my research for this piece I came across another little Moss-related nugget. There is a company in Nice in France that is offering, for up

Moss, but a rear seat one? Oh no, have you seen the rear seat in a Moss Malvern? In the 36 years I've been driving my Malvern I have transported adults in the back seat once, or may be twice; I only went for the 2+2 body style to get somewhere to put my briefcase when I drove to work.



I admire entrepreneurship, and I wish whoever has set this enterprise up the very best of luck, but I have to say....

....*"I'm out"*

Trevor



BOND EQUIPE

GUY SINGLETON bond@tssc.org.uk

Anyone for Doughnuts?

I am writing this on the 75th Anniversary of VE day, so I think it only fitting to start with the red, white and blue, the cars are our 1951 Triumph Renown, 1963 Bond Equipe 2+2 and 1924 Standard Kenilworth.

I don't know if I can keep the theme up – but let's try, so I will start with a **Red** 2 litre Convertible which has recently been on eBay.

The car was last on the road in



My Red, White and Blue Display



2002 – 'not long ago' was my first thought then I got my fingers out and realised that it was 18 years ago – how time flies! The car looks complete and not too bad, but it will need a lot of work to get it back up together. It sold for around £2500 – so strong money for a car in that condition. The previous owner obviously liked additional gauges – I counted 6 additional gauges – yes I needed my fingers again – more than one hand. This car was also a nice 'find' as I had not previously heard of the car, so one



more for my Equipe Register.

Now I can move on to a **White** Convertible which appeared on the Bond Equipe 2 Litre Facebook page.



Here a previous owner's brother put the photo up on the page, I thought the number was familiar, and sure enough it was a car that my father used to own, although by the time we had it, it was painted black. I can recall some memorable trips roof down in the snow! – Oh to be young again!

Dad sold it in the early 1980's when we were offered 10 times what we paid for it – and I believe the person we sold it to wrote it off, I can recall being told that the seats I bought for the 2 Litre Equipe Estate I built had come from that car – a small world as they say.

Blue – where do I go for that – maybe the words coming out of my mouth as I replaced one of the doughnuts in the rear of my Convertible, not my favourite job! Coincidentally Mike Carter, whose red convertible was featured a few months ago called me to ask how it was done, and did you have to take off the whole rear drive-

shaft and uprights. My first comment was yes, then I thought again, and checking my articles I realised that I had gone through this about 5 years ago and no – the driveshaft can be removed without removing the vertical and lower links and the spring left attached.

On that occasion I had not taken any photographs – so this time I did – and I can go through the process again for you.

♦ To start, one needs to undo the large nut in the centre of the hub and to



loosen up the bolts holding on the doughnut – I had an old large screwdriver through the yoke to stop the shaft from turning.

♦ Remove the brake drum
♦ With a hub puller pull the hub off the shaft – I have always found this very

tight, so you need a good puller.



◆ The next stage, is to fully undo the bolts holding on the doughnuts, and remove the bolts fixing the driveshaft from the differential, the inner



section of the driveshaft can now be removed, and then the outer section can be pulled through the hub and removed

◆ There can be spacers on the outer shaft, take care not to lose this. The small spacer can now be taken off the shaft.



◆ The stone guard and large spacer knocked off the shaft which will allow the old doughnut to be removed and new one fitted over the shaft. The large spacer and stone guard



◆ The outer shaft can now be put back through the hub, and the inner shaft inserted and connected to the donut – leave the bolts loose, but



get the threads started, at this stage I replaced the small spacer on the outer shaft and refitted the hub through the upright, I did find it difficult to get it lined up and through the bearings, I then fitted the large nut to pull the shaft into the hub – be careful doing this as you can strip the thread on the nut or shaft – the nut is easily replicable but the outer shaft is not.

♦ You can now refit the shaft to the differential, and then tighten up the bolts on the doughnut, and following replacement of the brake drum, the job is done.

If anyone has a better way to do this please let me know, also if the wheel bearings need replacement, then it is probably easier to remove the upright and do this on the bench to reset the bearings and spacers – this is detailed in the workshop manual, and is quite specialised.

Guy



NEW PRODUCT

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

e-mail. clubshop@tssc.org.uk

Vitesse & Herald 13/60 Boot Lamp Shroud Neoprene Gasket & S/S Fittings



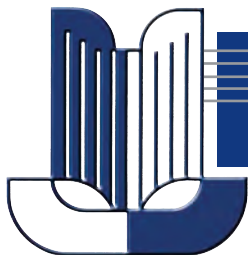
**Remade to Highest Specification Self Adhesive
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Die cut to same Spec and Includes S/S fittings

13/60LAMPNEO £12.00 Each P&P 0.05kg



Buyer Beware!

by Tom Hartley

1966 Spitfire Mk2 - Matching Numbers

This is a cautionary tale that proves that if it seems too good to be true, it often is exactly that.

Returning member **Phil Ketho** went the extra mile and reached out to the Club to help a Triumph Spitfire seller be aware that his car might be being used by a scammer. Luckily Club Director **Jane Rowley** who dealt with his email knew the car personally and was able to reassure him that this was a genuine car and put him in touch with the genuine seller. But I'm getting ahead of the story .. lets wind back to the very beginning.

Back in 1984 Phil had a red Mk2 Spitfire. It was his pride and joy but, during that period when you first start working and you don't have a house with a drive, let alone a garage, his parents said that his car couldn't sit on their drive any longer and he needed to do something about it.

Reluctantly he sold it.

Wind forward 35 years and Phil's heart began to pander for that glorious car and he started to look in earnest for a decent red Mk2 Spitfire to rekindle that love affair with open top motoring. He checked all the online ads and eventually stumbled on this beauty shown Here:

Phil was amazed at how well the car had been cared for by its current owner and decided



to email the seller:

"Hi.

Please could you send me some more details of the car for sale. All round condition, closer photos of the interior etc. Also the history and mileage status, as much as you have really.

Many thanks.

He didn't hear anything for a while and assumed the car must have been sold.

But then he got an email from: **Dean Mitchell, xfjr 3044@gmail.com** who wrote:

Hi there,

Sorry for the late reply.

The vehicle is still for sale.

All paperwork available and in my name.

My last asking price is £6000.00. Whereabouts are you based?

Let me know if you have any questions and if you need any extra pictures.

I am looking forward to hearing from you.

Many thanks,

Dean

That was an amazing price for the car, but if it was genuine this was a fantastic bargain.

So Phil emailed back:

Hi, I am in South Wales.

Wanted to see some more pictures if possible and also the mileage and any other history you have.

I thought it had sold as it disappeared off the site?

Many thanks

Phil was already a little suspicious but the proof came in the next email from Dean:

Hello,

The vehicle is located in Whiteness, Shetland, ZE2 9LJ at my wife's place. Unfortunately, I do not reside in the UK. I am based in Madrid, Spain and viewing is not available for each offer I get due to

the current situation on travelling. We will use Adyen.com secure online service which gives you 7 days inspection period on all vehicles for high amount payments before Adyen pays the seller (similar to escrow service and more secure than PayPal). eBay is to replace PayPal with Adyen as its payment system a leading global payments processor, to become its primary payments, processing partner.

The total price is £6000 including delivery fees and insurance. ETA on delivery 5 to 7 working days. I will set up a purchase agreement with Adyen and offer a full 7 days inspection period through their money-back guarantee purchase protection program.

This purchase protection guarantees that the vehicle is exactly as described; basically, once delivered, you'll have 7 days to inspect it and if you decide not to keep it you will get refunded instantly by Adyen.

Let me know if you want to go ahead as I still have quite a few more offers from potential buyers. If you do want to go ahead please email me your full name and address along with your daily contact number to get this purchase registered with eBay and Adyen's secure payment service.

Please find photos attached to my next email.

Many thanks,

Dean

Now, parts of this are plausible. Not very likely, but not impossible. All of it is only mildly suspicious until you get to the second paragraph. Here it says that the purchase price includes delivery - that is lovely but it is not how private sellers sell clas-



sic cars. Dealers might be able to offer delivery, but it's not easy for private sellers to sort out so the vast majority do not. Perhaps this is a trade sale? Then comes the final proof: a money back guarantee purchase protection program with an escrow service and a promise of full refund if you don't like it.

This last bit means you have to pay for the car before you get it. But it's ok because they'll give you the money back if you don't like it? Sorry, who will? Some company you've never heard of, but it's OK because they're not Dean, and companies are trustworthy - there's their good name to protect and

all that, isn't there?

That is how this scam works. You see a lovely car, genuinely up for sale. You contact the 'seller', who I guess you've realised by now isn't the real seller, and they draw you in. You pay over your £6,000 to whoever Adyen are and sit back to wait for your car.

And you wait and you wait. Eventually you get impatient and chase up Dean but he doesn't answer. So you look up Adyen; they're real enough, and they're sympathetic but they can't help as they don't know who Dean is any more than you do. You try your bank but the account you transferred the money to has been closed down and the holder turns out to be an alias. It is beginning to look like Dean just used Adyen's name and mimicked their procedures so that you paid into an account he controlled and then closed down. It dawns on you that you've handed over £6,000 for some photos and some schpiel about a car, rather than an actual car. You contemplate contacting the Police but can't face sounding like you've been a fool and you doubt they will have any more luck that you did. You chalk it up to a hideously expensive mistake.

However, Phil was alert. He spotted the suspicious looking email address. He wasn't sure he believed the separated wife having the car in Shetland; it didn't look like it was in Shetland in the photos. He didn't like the idea of the guy being in Spain, so if anything went wrong he couldn't find him (he was so right on that). But fundamentally he was concerned because the price was fantastic for such a lot of beautiful car. The proof came though with the payment arrangements and idea of delivery. So he walked away from that car, believing it to be a scam.

Delivery is really clever because it overcomes the problem of the car being so far away you can't go and see it and yet makes that very distance seem immaterial. The use of a payment company is clever because it introduces a company as a third party who, ironically, we are more likely to trust with our money than some car seller we've never met. The money back guarantee does a good job of sorting out any concerns about losing the money. All very cleverly tailored to reassure you and sweet-talk you.

Phil went the extra mile though. After he spotted the self same car in yet another advert, online on www.tssc.org.uk, he then reached out to the Club by email to alert the seller.

This car is genuinely for sale by member Stuart



Weyer in Cheltenham. It is a stunning car and worth every penny of the £17,500 that he has it up for, from the look of the photos.

Stuart is now aware and will no doubt have a harder time selling it because of the competing adverts for his car by scammers.

The key to all this is that when buying or selling a car, you are transferring a considerable amount of money which is very tempting to scammers. If you were face to face with a buyer you wouldn't give them the money without having the car, the keys and the V5 in front of you. If you were selling your car you wouldn't give them the keys and let them drive off in return for a cheque that might later bounce. The same applies to online adverts.

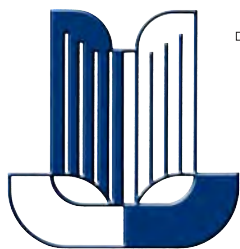
If you want to buy a car, see the car in the flesh, meet the seller. Be prepared to take cash or make arrangements in advance to make an online transfer only when you've seen the car and shaken hands, so that the bank can make the transfer while you wait in return for the keys.

The key point to watch out for here was the rather too good to be true delivery and money back guarantee, the amazingly low price and the need to pay up front before you get the car. The key bit that'll save you your money from being ripped off is paying critical attention to the part about how and when you pay for the car.

Never pay for a car you have not seen in the flesh. Don't give them the money if there is a way that they can then not give you the car.

Phil was alert and he saved his money from the scammers. Ultimately, he was saved by sticking to that old adage:

**"if it seems too good to be true,
it probably is!"**



THE

COURIER

Classifieds



Triumph Parts for Sale

1500 1976. Tax Exempt, 5 speed Gearbox, Immaculate Condition, New Soft Top/Tonneau, Only two owners, All History. £10,500 Eric Smith (Manchester) 0161 336 1379.

**ADVERT FORM IS
ON THE BACK OF
YOUR COURIER
ADDRESS LABEL!**

Parts for Sale

TR6 Dashtop Vinyl and foam dash-top and crash pad with hole for ash-tray. £140. Paul Griffies (Wirral, Cheshire) 0151 342 2182

MIKE PAPWORTH. GEARBOX'S STD AND H/D - OVERDRIVES A - D - J TO ORDER, HALF SHAFT'S STD AND ROTOFLEX. MOT WORK. VEHICLE MOVEMENTS, PROJECTS CARS REQD Tel.07768 775170 or 02476 644499. e-mail mike.papworth1@btopenworld.com (Trade)

GT6 PARTS. Mk1 bonnet very sound but requires restoration...£90. Rear Hatch c/w heated rear screen requires work to frame...£90. Three original standard steel wheels...£40. Four GT6 / Herald steel wheels, blasted & primed...£50. Can email pictures if helpful!! Paul Richardson (Northamptonshire/Buckinghamshire) 07860 414840

VITESSE MK2/HERALD SPARES NEW/USED Everything must go.

Trim, Mechanical, Glass, Tools. Garage Full. Comprehensive list. Post or Reserve whilst lockdown. David Coleman (South Cambridgeshire) 01223 870678.

1971 150 BHP TR6 SPARES. Orig TR6 Steering Wheel C/W Boss & Horn Push £100. Set of Front Brake Callipers & Discs & Pair Rear Brake Drums Excellent Condition £150. Rear Number Plate Light Complete £80.00 Rear Bumpers inc Quarter Bumpers. (Original Rear Number Plate Light Centre Section) £100. 13" Moto-Lita Steering Wheel & Moto-Lita Chrome Boss inc Horn Push £185. Auto Overdrive Switch replaces original, unused £35. Peter Forbes. South Yorkshire Mobile: 07887 758603.

Triumph Parts Wanted

GT6 MKIII SEAT BASE GT6 seat base and cushion wanted in useable condition to recover. Simon Butler (Wimbledon, London) 07570 278925.

WANTED HERALD 948 SPECIFIC PARTS to complete my project. Looking for; One Piece Rear Taillight Trim (LH + RH) 948 Bonnet Moulding (Not handle) 948 Coupe Dash or Glove Boxlid 948 Coupe White Dials (Speedo/Fuel/Temp - British Jaeger) - any condition. 948 or 1200 rear seat for convertible (top and bottom) Shane Walgama (London W3/ Sri Lanka) +94777313989.

LUCAS BRAKE MASTER CYLINDER LID. Looking for a plastic screw-on lid for a Lucas brake master cylinder reservoir. Not sure what model the m/c is but the neck is 3" (three inches) in diameter. Paul Cattrell (Wirral/Merseyside area.) 07802 784517.

WHEEL NUTS WANTED. Two original chrome wheel nuts for Dunlop Bolt on Wire Wheels. Condition not important. Trevor Wall (Halesowen) 0121 602 4612 or 07725 560399.

PARTS WANTED - Looking for an original roof repair panel for a Triumph GT6 MkIII. Original Stanpart Reference 909765RP. If anyone has one of these rare parts at the back of the garage or storeroom and is looking to sell, I'm looking to buy! Matthew Lockwood (West Yorkshire) 07443 957780.

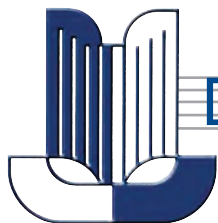
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June 2020

AREA
NEWS

AREA
Directory • News • Events

Coronavirus TSSC Advice ALL Meetings cancelled

Please check with
your Area
Organiser for when
Area Meetings
will resume



AREA DIRECTORY

JUNE MEETINGS CANCELLED!!

SCOTTISH AREAS

SCOT CENTRAL	Michael McCallum: 07725 804602 Colin Sansome: 01236 423795 Harvester, Springfield Quay - GLASGOW. G52 4DR.	Jacqueline Rankin: 07853 153691 Mark Allan Smith: 07794 799263 1ST THURS. 7.30PM
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 Oxford area is still active but currently in lockdown.	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

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

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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UNITED STATES	Ben Blaney	benblaney@gmail.com



Area Liaison Officers Report

Andover

Triumph Sports Six Area Liaison Officers

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

For those who do not already know the announcement on the this years Inter Club Triumph Weekend at Stratford upon Avon has unfortunately had to be cancelled due to the government guide lines, we thought as a Club that safety was paramount for our members so if your members haven't been updated please let them know as soon as possible.

If you have any questions please do not hesitate contact us. Please remember to continue to send in your area news to Bern at courier@tssc.org.uk and hope we can see our members soon.

It was amazing to see the virtual South of England Meet on social media, this was great to see so many of your members joining in and using their imagination and many congratulations to the winners of the virtual show.

We are conducting with the TR Register a virtual Inter Club Weekend which will be on the website at WWW.TRIUMPHWEEKEND.COM and again looking at showing all your cars and unusual efforts of display both from here at Home and Overseas.

Remember stay alert and stay safe and let's hope it's not too long before we can get together again.

Many Thanks



Nigel and Di

Andover

e-mail: guy@bondequipee.org

e-mail: spitfires@cadley.org

Tel. 01672 514241

It does still seem very strange that so much of our lives are on hold, the cosmic 'pause' button having been pressed, but our daily lives do continue, albeit sometimes in different ways.

We are, of course, not able to gather in groups thus putting a stop to our local TSSC Area pub meetings for now but some of us are still able to pay our cars some attention, ranging from just opening the garage door to ensure it's still there, to taking an occasional trip out to the supermarket in one of them.

An email out to our regulars brought some updates for these notes.

Rob told me "My Vitesse is confused as that now winter is over it can't understand why we're not going out for drives. I've promised to hit the road as soon as possible." and Tim has not only given his Spitfire a check over after a winter in the garage but given it a wash and used it for a brief trip to pick up a prescription. "It started well once the carbs had enough fuel in them."

Bob Fowler has also been taking one of his classics out on shopping trips, "I have pumped up the classics tyres a bit because they are not going to get used much. Touch wood they are both good starters. I am going to use each one once a month to do my weekly shop at Sainsbury's (I put a notice

in the back window saying that's why I am driving a classic), once a month should be enough to keep them ticking over. I've applied some Triumph white touch up to the inner flanges of the TR6 front wheelarches where I had used some rust primer."

Kevin has replaced the alternator and is now replacing the steering rack on his Mk 1 Spitfire - or Tractor - sorry an in joke which will be revealed when we get back to the pub.

In Cadley Guy is still trying to finish putting the Bond Equipee 2 Litre Convertible back together - all I (Suzie) hear are bleeps when he finds something not fitting properly or something else wanting doing.

We have mostly been lucky with the weather with dry, warm, or even hot, days and Guy took the opportunity on this year's "On the Drive Day" to evict nearly all the cars onto the verge for a nice display,



and got a few of them out again on SEM (South East of Marlborough!) Sunday. Looking at the pictures on the TSSC's Facebook page (using Guy's account) I see a lot of people produced good displays on both days. If anyone has any queries or problems please don't hesitate to contact us. I might occasionally be able to help, otherwise I'll pass you onto the 'technical department', aka Guy.

We hope you're all staying safe and well.

Guy & Suzie



Avon Cambridge

Avon

e-mail: daverover@hotmail.com

Tel. **07860 878058**

Cambridge

e-mail: cambridge@tssc.org.uk

Tel. **07795 436149**

Following our theme, during lockdown, of a small bio of some of our members, this month I have 'chatted' to Jerry. A TSSC member for 10 years!

Jerry runs a small building business but suffering like most of us in these strange times. It has given Jerry the opportunity to do some work on one of his many projects, a Lotus Elan he has had for the last nine years!

Jerry's first Triumph purchase was a Mk3 Spitfire which he bought in pieces in 2001 but, as with many of us enthusiasts, family and business commitments has meant it has remained that way. In 2006 Jerry bought his first roadworthy Triumph, a 1972 signal red Stag auto.

It was a good runner but needed some cosmetics, mainly the chrome. This is an expensive exercise and in this case it was cost prohibitive so it was sold on after a couple of years. Next came a 1971 Triumph TR6 which had been dry stored for 10 years and needed recommissioning, this car is still roadworthy and useable but as with all classics after a few years they needed work to keep them cosmetically tip top. Jerry is planning to do this once the Lotus is finished.

Jerry is not short of projects, he says 'the next Triumph I'll restore will be my Mk1 GT6 but I'm a bit tight for space. I have several other classics in varying states of repair, Triumphs, a Mk1 2000 Saloon, a Mk1 & a Mk2 GT6 both restoration projects and just before lockdown I became the owner of a 1973 TR6 basket case which I hope to get around to restoring as I fancy a Magenta TR6'.

Other projects that Jerry has stored ready for a rainy day, hopefully not another lockdown, include 1960's and a 1973 Lotus, Mini Coopers and a GT and a Healey Frogeye

Jerry clearly has a passion for 'old' cars and certainly has a few to keep him busy

Being in the TSSC, Jerry and a few other local members have organised several memorable trips to Classic LeMans and to Laon Historique last year all of which were excellent.

If you are local why not come and join our monthly meetings when they resume and chat and join in with some local activities, you will be very welcome.

Stay safe

Dave

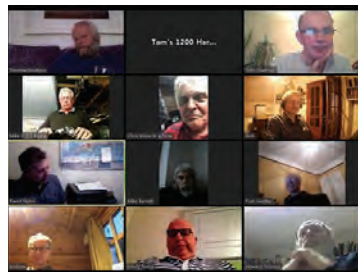
Our first monthly meeting online using the Zoom video conferencing software seemed to be quite a success. We had a dozen

triumph drivers connecting in, some from their PC in the spare room or home office shed, and some from their garage. Most managed a communal beer, something that's often not so attractive when you've driven your pride and joy to the Plough, and something that many of us have missed.

A couple of the guys gave tours of their garages, showing the work they were up to. Tim reported on his TR5's progress through the bodywork rebuild in tin instead of plastic and subsequent respray. A discussion was had on the technology of 3D printing, including some hard to find bits for Dave's spitfire and a radio surround front plate prototype for Andy's Sprint.

John reported that, despite the lockdown he's not got a lot further with his Herald, for which he was roundly, if smilingly, chastised. He has bought a new battery for it so it wasn't zero progress, and he is a key worker in education so may not have as much free time as some. Andy was looking pale and drawn and he said that he believed he may have had Coronavirus from a work colleague despite social distancing. He came through it relatively unscathed but lost a lot of weight, and there wasn't much of Andy in the first place. Howard gave us some great info on LED lighting and the online sources he used for his bulbs. There was a long discussion on the importance of getting the right sort of colour (warm white 3000K, not cold white 4000K) and the need to change to electronic flashers if you upgrade your indicator bulbs.

Ron didn't join but he passed on that he's decided to sell his beautiful 2000 saloon so, after checking he really was serious and wasn't going to change his mind, I've been helping him with getting those adverts online and with pictures.





Cambridge Cheshire - Cornwall

Cambridge Continues

Toby and Vinnie both expressed regret on missing out on the meeting.

This is set to be a standard meeting on the first Monday of every month, just like normal, at 8pm. Zoom login details are sent out to the Cambridge Area members but any member from anywhere in the club is welcome to join. Contact me for the 12 digit Zoom meeting ID and password. We've also branched out to do a quiz night using the same technology, including silly questions and a couple of Triumph rounds.

Next meeting, **Monday June 8th at 8pm on Zoom**

Tom

Cheshire

e-mail: cheshire@tssc.org.uk

www.tssc.org.uk

Tel. 07779 878125

I was amused to read the phrase 'repaired to destruction' in Colin Lindsay's article in the May Courier. This reminded me of a sunny day a while back, at Donington, where I heard the expression 'percussive maintenance' in an Irish accent at one of the stalls. I still wonder if there is any connection here?

Hark the Herald's previous owner had the doors 'repaired' by a local body shop. The passenger door was repaired first, in November 1999, involving a door skin repair panel, door bottom repair panel, and £130 of labour. The drivers door was repaired in October 2003, involving a door skin repair and £180 of labour. Hark the Herald received doors donated by another Herald, and the repaired doors were earmarked for Heap the Vitesse. Both doors have recently been painted (by me) and the drivers door fitted to Heap the Vitesse, albeit without a lot of bits such as quarterlight and all the window stuff, but it fitted without any problems.

The passenger door came next, a few days later. Same lack of contents (easier to lift empty doors!!) but a complete refusal to fit in the hole vacated by the previous door. Several attempts were made, but it was just not going to fit. The height of the bottom bit of the door panel was then measured, and found to be 1cm bigger (taller) at the front of the door than at the back. That would explain the refusal to fit. As it's over 20 years since the body shop

did the door - but I do have the receipt! And yes, the swear box was full to overflowing.

Head Office have furloughed work on the engine (in bits all over the garage), possibly in favour of a Tri-ang pull along horse.. Yes, you read that correctly.

Zoom provided our May meeting. Dave (AO) of Snagfordshire joined us for a while. Camera was still not available (unclear whether this is a malfunction or a simple lack of camera), and Dave admitted to having a Mk9 in addition to his already large fleet of Jaguars. He also admitted that 'Dave of Snagfordshire' who was making progress on his Vitesse was not Dave the AO, and exhibited no interest in a pair of door skin pliers.

Once again that single fuse on a 13/60 was discussed at length, and what fuse(s) to add for an over-drive circuit (D-type) also came up. The philosophy of fuses on the small chassis cars is somewhere between interesting and completely illogical. My Vitesse has 3 fuses, 2 in fairly logical places, and one in the sidelight circuit (called front parking lamp in one place). Why no fuse for the headlights?

In the calendar, our next meeting is on Thursday 4th June at the Cock and Pheasant for the first run out of the year. My crystal ball is extremely foggy as to what rules our wonderful government will have in place in a months' time. If we are allowed out, it's unlikely that the pubs will be open, but it may just be possible to have a run out. My usual email will provide detail nearer the date.

Stay Safe.

Henry

Cornwall

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

cornwalltriumphs@groups.io

Tel. 07979 464643

Hi All. Hope this report from me finds you all well and keeping safe. Thank you to those that have phoned me for a chat, its good to talk and hear from you. I am writing this article at the beginning of May, its hard to know what will have changed by the time you are reading this in June. I do hope that we will be able to get out and about in our cars by that time. I have been keeping myself safe and well, work is busy on the maternity front! babies just keep arriving, parents have just been so understanding in this trying times and it has been great to help them in the first steps of parenthood.



Cornwall Coventry

As I said in my last report I needed a few lines about any projects that you may have been doing with your Triumphs, I guess that all is well with your cars as I have no little write ups from you. As I have had time in the evenings I got out a few old club reports and got reading a few from 20 years ago when I was Area Organiser along with my Ex. Looking at May and June 2000, where we wrote about our Camping weekend to be at Trebellan, Curbert and our first Cornwall road trip to Ireland. In the May edition we stated that we were plagued with car troubles, my first Triumph Spitfire 1500 604 XKK, and together we wrote a little poem and here is what we had to say about this little car!

*You've really let us down badly
You worthless piece of junk
I'd like to push you in a river
And watch you till you've sunk*

*We gave you new hardened value seats
So you could run on green fuel
And then just a few months later
You wouldn't start at all*

*Replacing all your electrical parts
We got you running fine
And how did you repay us
Your alternator starts to whine*

*We replaced your leaking fuel pump
And treated you with care
Tightening up your inlet manifold
To stop you pulling air*

*But all these faults take time finding and my pa-
tience is wearing thin
If you don't start behaving yourself
I'm going to trade you in !*

In the June edition we wrote about our area trip to Ireland, and guess what the little Spit went well, I think the word Trade In may have had something to do with it !.

We were asked to write a Limerick and this is what we had to say:

*We all went to Ireland by Car
Meet locals and drank Guinness at the bar
Driving through long mountain passes
We all got numb asses
But the holiday was a Triumph by far*



Hope you enjoyed these two short poems ! I enjoyed going back a few years reading these reports and remembering good times shared with Triumph friends.

Please check with me or on our Cornwall Triumph group chat and Facebook for updates on when we can resume meetings and events.

Stay safe everyone and when we can Happy and Safe Motoring to you all.

Carol
x

Coventry

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Hi Folks. Just to let you know we are both alive and well, hope everyone else is. "Smiffy Spitty" is all spoodled up with nowhere to go.

Attached a couple of photos to remind you what the Bull & Butcher and ourselves looked like in happier times. Missing our DALOS Days big time, glad when





Coventry Devon

Coventry Continues

we can get back to them.

Hope we can all get together soon keep yourselves safe and well, have a happy VE Day Anniversary.

Love

Phil & Lyn



Many of our members made the effort to put their beautifully cleaned cars on their driveways, and send us photos, some of which are included in an Area Showtime article. We particularly liked Rob

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With everything still cancelled and most of us on lockdown still, there is little to report on. We learned at Easter that the Crashbox Club have bowed to the inevitable and cancelled Powderham Show for this year. We have contacted everyone who had already entered, refunded entry fees as needed, and already have 14 entries carried forward to the 2021 show which will be 10 and 11 July. If nothing else, it gave us the opportunity to have a chat with a number of people and check that they are OK!

Following the North Devon virtual meeting, Andy kindly did the magic to set up a virtual meeting for the Devon meeting scheduled for 15 April. Once again, we had a good attendance, though Darren appeared to be playing on his trampoline. Good to see long-time member Patrick Squire and to hear about his work on the Aston and his problems with the springs on the race prepped GT6; we met up with Jon and Phil, the latter once again sitting in his lovely GT6, Malcolm with and without his yellow hat, Robert H who had put Dolly on the drive, Bob Bunney whose Vitesse we look forward to seeing before long, and Mick & Sue.

To join a virtual meeting, just click on the link in the email which Andy will send (a tad beyond my technical ability) and lo and behold, you will join us for a bit of chat and banter - alas you will have to lay on your own food and drink!

Drive it On Your Drive Day was well supported too.



Lingard's beach scene, and also Helen Northcott's Herald Estate on Dartmoor - who spotted that it was Rob's model which has previously graced the Scalextric track. Great photo!

Looking forward - well as we write we continue to look forward to being locked down, certainly as far as the cars are concerned anyway. Our guess is that there are unlikely to be ANY large events this year, though of course we are still waiting to hear about the National at Stratford upon Avon and Silverstone Classic at the beginning of August.

Valuations - do remember to have these done before they run out, they last for two years, and if not renewed your insurer will revert to market value, which could result in a considerably reduced payout in the event of a claim. We are recommended to send our valuations and a number of pics to courier@tssc.org.uk and payment is by BACS.

As usual, the valuations will be sent on to your Club panel insurance member

It looks as if we will have to continue our virtual meetings for a while yet, but keep your eyes on our emails, and also the TSSC Facebook page for updated information.

Sue, John and Nigel



Essex Gatwick

Essex

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Hope this finds you all safe & well. At Essex Area our club day was unusual this month, being we tried using technology out by having a virtual Meeting on Zoom, it went very well after a few hiccups. We had 2 new members joined us who have previously not been able to join us at our club meeting point or rallies, in total 9 joined in, talking about repairs to their cars over this lock down period.

At this virtual meeting we all agreed that it went very well and we would be having our National Car on the drive day on 26th.

Mike

On National Classic Car on your drive day, we held



a Virtual Meeting again, this time with our cars on our drives. We had some new members and guests this time. One of our local friends Howard who usually organises Loughton Classic Car show showed us around his garden with some of his classic vehicles including his Amphicar's, which hopefully we may see at NEC Birmingham on our TSSC club stand (if it goes ahead).

We had our friends Ron & Gretji from Holland and Andy from Devon. There were 9 of us taking part and we talked about what we have been doing over the last week in lockdown and any repairs that we had been doing on our cars.

Up and coming Virtual meetings will be on our Sunday Club days until we can get back together again



Mike & Allan



Gatwick - New AO!

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Hi all. Keeping well I hope? Hopefully you are enjoying the sunshine. Sadly not much happening on the triumph scene. The only triumph trips I'm getting to do is to Tesco!

I was interest in Steve Payne's Spitfire Mk IV-1500 write up in Mays Magazine on Michael Todd's 'A Tale of many Triumphs' where there were several pictures of a Spitfire made up of several Spitfires. To my surprise I recognised the body tub, it was from my old Spitfire that I'd sold some years earlier! (Big mistake!) Anyway two years ago when I was looking, for a Spitfire4 in the car ads I was shocked to see my poor Spitfire in a scrap yard up north with the front end burnt out & being sold as parts! I thought that was the end of my poor Spitfire so it's nice to see that at least Michael has enabled a part of my Spitfire to live on. Below is a picture I found

Gatwick Herts & beds

Gatwick Continues

of my Spitfire in better times at the Isle Wight camping weekend.

I also found this picture of Dave & Lynn's beautiful GT6. Where are



they now? hope they're well.

Next month ie June it would be nice to have a drive out to Ashdown Forest if we're al-

lowed. Give me a call with your thoughts.

There are some shows coming up, Cranleigh classic car show in August & Edenbridge classic car show in September.

Hopefully all these shows & more will be held. As to club meetings, when the TSSC says we can hold them, we will. So give me a call, there maybe a meeting this month, it's difficult to know, as I'm writing this in May, things should of changed by June (I do hope so). But it's unlikely to be in a pub due to social spacing. Any thoughts of where this could be held would be very helpful.

Keep safe & well

Tony

Herts & Beds

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Hi folks, I hope all is well with everyone doing whatever is deemed reasonable in this unwanted situation we all face in differing ways.

Last time I asked for some clues about what you have been doing, I guess this is needed for every months news? I don't have a crystal ball ...don't answer that.

Anyway the request spurned a few replies from local members and even resurrected life.

Heres a tale from Richard from way back in pub

meets, we dumped the Bull and now have 20-30 members at The Raven, if it ever Re opens.

Peter, thought I'd drop you a line, just read your entry in the Courier and thought you might like my story.

I've got a 66 1200 Herald convertible which I've had since 1997, when I joined the club, I don't have a garage and it lives out under a tarp, it hasn't been used in about the last 10 years and like so many, my wife has nagged "use it or lose it"!

Last summer I finally started to get it going, it took every weekend and evening for about 6 weeks before work pressures and old fashioned flu got hold of me and so again it went under the tarp, waiting for the better weather.

Then along came this virus and I got furloughed, so I started again, I do feel guilty doing something I have wanted to get on with for so long when there are people dying, I am myself high risk and am taking it seriously. She is currently in bits and grey primer but I hope to have her back together before I have to return to work.

I look forward to when I can go to the Raven, I think the last meet I went to was at the Bull in Whitehall, don't expect too much, I'm a carpenter not a mechanic and she's a loveable old rust bucket.

Yours

Richard

Paul (Gully) is in process of rebuilding some of his aged calipers

"I'm planning on using all these free weekends to finish the rebuilding of my original Type 16P brake calipers (I say finish, I removed the old pistons and seals and cleaned them up over a year ago!). What are your thoughts on splitting the calipers, please? There's a lot of conflicting advice across manuals and internet land. The calipers didn't leak between the halves when they were removed, but I'm a little concerned that after 3 years off the car and with 18 months of that period the calipers not being filled with brake fluid, the square section o-rings sealing the two halves will have dried out / failed."

Paul.

"I sent a round robin to see if anyone wished to buy my new unused patio pressure brush kit and responses in lockdown proved surprising, 6 replies. Nearly had a queue at the door.

Hi hope you are all keeping well, there's little news about, well the stock of raffle prizes has been safely consumed or put to good use, we still have a Mother in Laws Tongue which by the time we get back to normal will be 8ft high.

The patio wash kit I posted had 6 replies so I need more to balance the demand !!!



Herts & Beds Isle of Wight

Anyone done anything constructive I can use in the Courier Area News, bright idea's are getting a bit limited?

So keep safe, keep smiling and wonder why we will all have the wiff of coal tar soap or dettol Ha ! Jerry was the winner and I've got some beer money fantastic

I made a comment on the Forum about I had 600 mtrs of headliner and ended up starting a mail order for a few, again unexpected but 4 mtrs for £20 seemed very popular if you need some then please let me know."

Pete

then a story from Mick M and his Spitfire antics
"Dear Pete

I saw your e mail asking for ideas. Make hay while the sun shines. I have taken the time to work on my Spitfire. So far stripped down, rubbed down re-spray. Welded hole in door. Just in the process of putting it back together. Not a great job but what else would I be doing? Next the mechanicals.

One thing I want to do is learn how to use a multi meter properly there are tutorials on u tube.

So my advice to anyone would be to make use of the time.

Ps. the wife (BOSS) has had me working in the garden unfortunately we have a large garden. She also had the idea of me painting all the interior of the house but I have convinced her B&Q/Wickes are not open! please don't tell.

Hope alls well."

Mick

I'm sure to have missed something but hey ho normal service will return, we just don't know when, keep safe, start your engines, get ready for take off. Regards

Pete
and team

Isle of Wight

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Along with many other events, this year's 31st TSSC Isle of Wight Triumph Weekend was cancelled due to the Coronavirus lockdown restrictions. Not to be beaten, we decided to host a virtual event on Facebook and asked you to post your favourite photos from previous TSSC Isle of Wight Triumph Weekends and boy did you rise to the challenge!

Thank you for all who posted the many many pho-

tos from over the years providing a fantastic trip down memory lane. We've decided on a few win-



ners and as we are sure you will agree **Andy Cook and Mark Bland** definitely deserve recogni-



tion for their collection of 90's photos as well as **Di Hanes** for her early photo on Ventnor cascade, we'll



be in touch to sort out complimentary entertainment tickets for you separately. Thanks again to everyone for taking part.

Thank you also to all who have contacted us to let us know that you would like to carry over your entertainment booking to next year's event which will be Friday 30 April to Monday 3rd May 2021.

We will be in touch with you with details of Area meetings just as soon as we are allowed to go out and about again. We are looking forward to seeing you and your cars very soon, we are sure you have all spent time wisely and been getting all those little Triumph jobs done, meanwhile stay safe.

Elaine and Tracy



Lancashire

M25 East

Lancashire

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Hi all, It's a long time since I've had something of note to relay to you all, and this review (sadly) I'd rather not have had to write.

Regrettably I have to inform you that one of our long time members Sid Bennett (Snr) passed away due to Covid 19 late March. I'd liked to have arranged for a cavalcade of Triumphs in Sid's honor but current restrictions re: travel and funeral attendees made this impossible. So, best we remember Sid (Snr) as the man he was....the man with the sparkly dash in his Spitfireand 'One of a kind' RIP....

On somewhat a lighter note. What have you all been doing with your time in lock-down let me know please.

Regards all.....

Kevin

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Hi Folks, welcome to the June edition of all things Triumph. Well, what can I say. Not a lot has been happening as of late but maybe by the time you are reading this we may have turned the corner. The enforced lockdown has given us plenty of time though for getting our rides ready for when we are able to resume normal play.

I for one had a bit of paintwork to do. My front wing has started to bubble again, 3 years after it was repaired. Hmm...I think there may be a little bit of rust in there somewhere. Anyway, as I was at home with nothing to do I thought I'd have a bash myself. A bit of a rub down followed by a quick blow in saw the job done in a day. Well, after a flat and polish a few days later it looks pretty good. That is, unless you look at a certain angle and then you can see the difference between the two paints. Well I can't put up with that, can you imagine the ribbing from certain

parties ha ha. I might just have to have another go and this time paint the whole section, or wait and get a pro to do it ha ha.

Onto other matters - well, as we suspected the Isle of Wight Weekend was cancelled. Not a great surprise but still disappointing. Looking on the bright side it means the money we have paid out will be carried over to next years event, so, that means all we will have to find is the balance. At the moment the Silverstone Classic is still on but I bet by the time you are reading this it's not. The British Grand Prix which is always a couple of weeks before the Classic is going to be run behind closed doors. So, that doesn't bode well for the classic. But you never know. As with the IOW weekend, if it is cancelled then at least we've already paid for next year.

Although we haven't been able to go out anywhere the online virtual shows have taken off pretty well with loads of pictures uploaded to the Facebook page. The first one was Drive it Day back in April. We had a good turn out from the M25 Easters with you all showing off your cars on the drive with a cuppa. Brian and Jeans display was especially good with all the past rally plates hung up but with this years IOW plate rather poignantly hung upside down. Dave and Karen even won the Car of the Show trophy on their drive ha ha. Simons family were actually in the car, raring to go, but unfortunately the trip was only up and down the drive. Andrew, Sasha and Poppy the dog turned out in the TR. I think Sasha was quite upset at the lack of toot stalls ha ha. Donna and





M25 East Newbury

Dave's poor old Herald didn't want to play and wouldn't start so, had to have its Drive it Day pic taken in the garage.

The next big one was the SEM, the turnout from the whole was massive, more than the real one ha ha. Some great pictures on the clubs Facebook page along with some very witty comments. Malc even



had a virtual autojumble, not sure if he actually flogged anything lol. Myself, Donna and Lucy had far too much time on our hands and created a SEM Diorama, complete with Dandy's and a gazebo. Oh, the evenings just fly by in our house lol. Much needed fun had by all in the face of adversity.

We are all keeping our fingers crossed that we will be able to get out to some shows later on in the season. We are pinning our hopes on the **Northants Areas Hawaiian Weekend, Leicestershire & Rutlands Sunshine Rally**. And not forgetting the **Hellingly Festival of Transport held over the August Bank Holiday** where will be having our Dandy Village once again.

C'mon M25 East we need a collective fingers crossed, touching wood etc for these shows. That's all for now folks - stay safe out there -

John.

Newbury

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Birthday wishes go out to Mary from the club for the 26th April, we trust you enjoyed your Lockdown virtual birthday party!

Thank you all for your very detailed reports of what you have been working on. I will pick out pieces for my report. Steve wrote enough to fill Dave's technical page but very interesting as we both share the same fuel starvation problem, until now that is.

Roy is working on welding the new radiator surround for the Midge and siphoning petrol out of the cars to keep the mower going. The garages are open Roy.

Dave and Mary's cars are still in winter storage, may as well leave them until next spring before you get them out the way things are going. Ian has been busy reading his 400 books, art work and keeping his Triumph motorbike going. Andy is busy working keeping the countries power supplies going so the Vitesse and Bond are both garaged although the Bond is waiting for a hi torque starter and solenoid removing.

Robert is busy creating garden ornaments and I hear Mary has one, a surprise birthday present Dave? Toney has been really busy underpinning and re-roofing the garage, hard work on your own although I suspect Tina gives a hand when required and a beer obviously helps. I hope the roof went on before the rain came down after the long dry spell, although no dry spell in the loft!



Aggie has a new home.

Now onto Steve and myself with the fuel problem, I have a new fuel pump on the GT6 from Rimmer Brothers with a priming lever and I usually give four tweaks but for some reason this week I kept going and suddenly fuel was racing into the fuel filter, brilliant, car started first time and I have a visual on the fuel situation. Yes Steve



mine leaked all around the gasket so I tightened the Philips screws and it stopped leaking. Steve is going to purchase a glass filter. I hope Steve gains from this and no more sucking petrol into his mouth! Steve has been a busy boy and it was interesting reading as you all enjoyed his write up and pictures which I finally got?

So in a nutshell Steve has his driveway back from



Newbury Norfolk

Newbury Continues

his Son for now and is carrying out loads of jobs on the Vitesse, he keeps mentioning this particular



garage but I have not heard of it.

Photo 3 shows Steve and Sue in their 1969 Vitesse MK2 convertible.

Steve has changed the headlights to Halogen with new relays and wiring plus renewing all the screws and fixings for the headlight cowl. He also fixed the horn which wasn't working properly. Another job was to fit the shiny new rocker cover which at the first attempt was a bit sticky, one new bolt and another gasket later, hey presto all done. Next job to fit the new hood cover that Sue bought him for Christmas, not a job I would attempt but it sounds as if Steve made a good job of it.

A week has passed by and Steve decides to start his Vitesse and get some petrol, oops, no fuel gauge, no temperature gauge and to top it all his Son has the driveway back!!

Out comes the meter, reversing light well dodgy but not that, just where I don't want it to be says Steve so seats out, carpets out, tunnel off a zillion screws later and the problem is staring him in the face. Two non insulated bullet



connectors had dropped onto the body, he keeps mentioning that garage?? Steve must have dislodged them when he was moving the loom. Waiting the next instalment when Steve receives his parts for the reversing light and number plate lights, well done Steve you have worked very hard and the car will benefit enormously by your efforts.

As for me I have finally finished clearing the two lofts of 43 years worth of stuff where I came across a large GT6 model in Orange still boxed, like the one Nigel and Helen used to own. All swept out and pristine for the new occupiers whenever that will be. All boxes in the front bedroom ready to be sorted, oh what joy.

Every Saturday if the weather is fine I display the two Triumphs and Michaels camper van, all interior finished and looks lovely, Michael had it MOT and has taken it home, I quite miss seeing it under my car port. Next Monday I am having some work done on the GT6 so will tell you how that works out, B & L garages Ltd Steve?.

Keep in touch everyone and improve your cars when you have the opportunity.

Stay safe

Malc.

Norfolk - New AO's

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I trust everybody in Norfolk is coping with the lockdown. Perhaps by the time you read this things will have started to ease off a bit.

Obviously there isn't too much to report on this month. TSSC Norfolk On Your Drive It Day turned out to be one of the busiest runs the Norfolk area has had for quite a few years with 18 Triumphs attending (see full size photo montage in the Area Showtime section of the main part of the magazine - thanks Bernie).

Here's hoping we see them out on the road once the lockdown has ended and we have a real blast through the Norfolk Countryside!

On the assumption things won't be relaxed enough to have our June meeting things are afoot to hold a quiz/online meeting on the 8th June. This will be notified by email so please make sure I have your





Northants Northern Ireland

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Hi all. With many events cancelled and others scheduled for the second half of the year still in the balance we are still hoping that the Northants camping weekend can go on in some form. Obviously this will depend on government decisions on social distancing and travel restrictions. Those with caravans and their own sanitation could possibly maintain a certain level of distancing and an entertainment would have to be thoroughly considered. With the announcement today of an antibody test let's hope we are getting at least part way to some kind of normality, although as I said the government will most likely make the decision for us.

Silverstone Classic are working to a similar plan with several options being considered among these are holding the Classic with social distancing on the scheduled date, postponing to a date later in the year or cancelling until next year. The two first options involving extended Earlybird booking. They are expecting to make a decision by the end of May so let's hope the "pandemic" has substantially subsided by then. For further information on Silverstone Classic please see the website shown in the advert in this magazine.

So all this having been said I hope you are all well and those on furlough are getting your cars ready for when we are allowed out obviously there will be no proper monthly club meetings until the pubs are allowed to open but if anyone needs advice or information I'm still here, although most of my time is being spent working on my Spitfire and my other Triumph cars.

The good news is the Spitfire bonnet now rises as one rather than the right side about 3 inches behind the left and after loads of WD40 the webasto roof on the Vitesse now opens. If anyone has any stories about their cars while on lockdown you can send them to me for inclusion in this report, it would be interesting to see what you are up to.



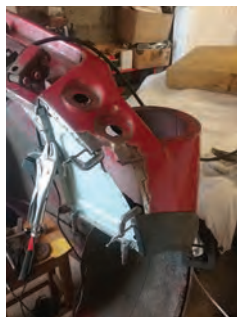
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If you thought that I had not many events and meetings to write about for May then you are going to have the same feeling this month, or worse. No events attended by the club and, area meetings cancelled for the foreseeable future. Thankfully, I had put out a request for any "snippets" of information and news that could be published, and I have had some assistance.

Brian Spurlie has, once again I hear him say, started some work on his Spitfire that we usually call to see when we are at the trunnion oiling at The Rinkha, Islandmagee and how we missed all those chocolate brownies and drinks this year due to the lock down now in place. He has already started work on the Spitfire bonnet having removed the



left-hand side rusty D plate and reinforcement bracket for replacement. Luckily for him he had new panels to replace these but also needed to cut out the rust and lacey bits from the outer wing and area below the side/indicator lights and trim in new metal. Thankfully, he also managed to procure a wheel arch repair section for the left wing which he had already started to cut sections from, trim and prepare to fit. Those of you who have had to work on old cars

know that quite often before all these new parts are fitted there is the problem with rust and Brian found that he was no different, welding



was certainly needed and will continue to be so. Work is progressing smoothly and like all sensible body specialists Brian will do one side at a time so the other side can act as a template and model.

Further updates next month unless we are, hope-

Nigel

Northern Ireland Continues

fully, back on the road again. It seems most of this report will be about Spitfires as John Gill has contacted me and he believes that this is now a good time to get the new bushes fitted and he is working his way through that - just in case we get back on the road anytime soon. Lately contacted by Martin McManus all the way from Lisnaskea who has a, believe it or not, another Spitfire a Mk1V. K registered (1971). It has very much taken a back seat for the last 3/4 years mainly due to an MOT failure for the elusive Spitfire handbrake performance. Sadly, it was eventually Sorned and the work put on the back burner due to work and family commitments. Along comes Covid 19 and something positive comes from it, and more free time becomes available and the tinkering started, and rekindled his love for the wee Spitfire but, like me, with a lack of mechanical services. Not being deterred, and with the help of YouTube and the trusty Haynes manual, Martin began the work.

As the initial problem for the MOT failure the first job was to the brakes, rear brakes overhauled with hoses, wheel cylinders and springs replaced, backing plates thoroughly cleaned and greased and short handbrake cable cleaned, greased and adjusted at the drums. Hey presto a working handbrake with reasonable but much improved performance in terms of braking, a few more tweaks and it was sorted with the handbrake holding well at 3000 rpm when in gear. Front brake hoses replaced, and new discs fitted. These had been bought ages ago but, like a lot of us, Martin never got round to fitting them and had even stashed them somewhere safe enough to forget that he even had them!! I know how he feels, I am aware of discs and pads sitting in my shed for the GT and TR 6's! After some time bleeding the whole system, he eventually had them up and running with a good firm pedal feel. Next job for Martin was to solve a long leaking radiator, so he removed the radiator and had it repaired locally and repainted, flushed the whole coolant system and refitted the



radiator 10mm lower on the bracket. It was fouling the bonnet when closed and caused the initial crack in the filler neck in the first place. Coolant then replaced and a mini service carried out that left the car running well enough but, not idling to his satisfaction.

You have to admire Martin for the next bit that he is considering doing because the next job, thanks to YouTube, will be a strip down and clean of the twin SU carburettors and readjust, not that daunting when you see it explained, he says, but will need to source the air flow tool needed to balance them to get them both synched and working in tandem.

If you can assist Martin in this matter then please get in touch with him by this means cushwashmcmamus@hotmail.com His seats will also need some attention and he has managed to source a company in Plymouth who will rebuild the original frames with new foams and covers. I have suggested that he contacts Arek Car Design at Queen Street in Ballymena first as it could save him a lot on postage! All he needs now is an MOT appointment when the centres open again and the Spitfire could be back on the road. Hopefully, the test will be sorted soon, and he will get to attend one of the club outings.

Thankfully, I was contacted by a non-Spitfire owner and this time, in the form of Stephen McCrory the owner of a lovely Herald.

Fortunately for him he has only minor work to do and he is currently tidying up the sills prior to reattachment, and is now sound proofing the bulkhead with a product called Silent Coat prior to fitting new carpets when he pulls together some spare cash for the project. Anyone any recommendations on which carpets to use - Newton? Club? The Silent Coat, a sound deadening mat, is extremely easy to apply being self-adhesive and a lot cheaper than the 'market leader' of course.





Northern Ireland Notts

An update on TINA, she is still marooned unfortunately, but Barry (F) is hopeful that he can rescue her soon. He admits that I was right and that he should have fitted a new master cylinder in the first place - a false economy.

Of course, I was right - I do not know how to refurbish anything, that's the only way I know of doing things, with someone's help, as usual!

Good news, back to Spitfire's, again! Just to return to the "Spitfire club", Simon's 1500 was unable to progress to the MOT centre at the start of May as they were closed due to the lock down in force. What happens now I don't know as he doesn't fall into the category of the twelve month extension that is being offered as his car was more than a year out of date - we will have to wait and see what develops. Maybe the forty-year rule might be in soon - we live in hope! Just checked the government web site there now and he has a certificate to Nov; six months after his test date - confused! We will see what I can find out after the Fri Bank Holiday.

I know I sent an email round about this car a couple of weeks ago, I was enquiring about a Vitesse a David Cragg (Scotland) sold to a guy in Northern Ireland, he thought Fermanagh, this is going back to April 2010. Just wondering if anyone had any knowledge of it at all. A long shot I know. Reg Mark CTU 318F, Vitesse Convertible, Emerald Green. If you have any knowledge at all, please get in touch.

Must finish now as I've to submit my report by today, 8th, and get things ready for our show at Lisburn tomorrow. Whoops, that is right, cancelled. Thankfully, I did not order the finishers awards and the concours trophies or I would have been out quite a lot of money!

Well, we have missed the trunnion oiling, The Argy, Shanes Castle, our Show, Alan's BBQ, our weekend in Donegal and Kilbroney. Thinking positively for a moment hopefully we will be back on the road again in mid-June, or earlier for our meeting, 3rd, and then in time for our visit to Colin (L) (27th June) and his lift, of course, and our run to the Rinkha on 1st July. I apologise for the report this

month with its technical nature, but it is difficult when little is happening in our area but, a big thank you to those who give me some assistance with their Triumph updates.

Keep safe and well.

Douglas.

Notts

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It is with great sadness that the decision has been made that this years International Weekend at Stratford upon Avon has had to be cancelled, it is paramount that for everyone's safety. We will have to look forward to next year for outings and events.

Notts Area hope you are keeping safe. Have a look at our Facebook page TSSCNOTTS. We would like to see or hear about your projects that you are doing whilst in this unusual way of the world today.

Our meetings for June and July are still cancelled as Sandy Pates sports club is still closed. If you're a techno head as we are not really, come up with a quiz or post photos for the Notts page, send us stories of your rebuild or tinkering sessions.

All local events as far as we know are not going ahead this season.

Looking forward to meeting up again with you all at the Stag's. Stay safe.

Many Thanks

Nigel & Di.

CORONA VIRUS!
**Please check with your
AO or Event organiser
for Updates on when
Area Meetings will Resume
and obviously on Local and
National Events Please
Check with the Organisers**



Peterborough

Peterborough

www.tssc-peterborough.webs.com

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Hi Everyone. I hope you are all keeping safe, fit and sane in this changed world we are now living in. It's amazing how we all are thinking, acting caringly and communicatively now. As I finish putting this months Courier article together we are shining lights from our windows to celebrate the 200th Anniversary of Florence Nightingale and on Thursday once again it's outside in the street to clap for the NHS and all the essential workers at 8.00pm.

Trevor Parke had e-mailed me with regards to what tyre pressures should he be using on his Spitfire with 155/13 tyres. Brian Lawson - a fount of such knowledge - informed me that it's 21psi for the front and 26 for the rear on standard wheels. Hope that might help others as well.

In a call to Brian, his Mondeo has been giving him a bit of problem in the DPF area of his diesel Mondeo - causing him to have to call out the AA (or similar) at Bristol to get him out of limp mode so he could continue his trip home from the South West pre-lockdown. He's been to the garage and they forced regeneration of the DPF and it's still causing expensive sounding problems. Modern cars! Blaaaahhh!

It looks as though it will be an awful long time before we can get to meet again as we have done before on scores of TSSC Club Nights - so we have to find ways to communicate. This is your magazine and we need articles to share. We need your experiences, project news, news and photo's of the skinned knuckles when effecting those repairs

In the last Courier we started a series of Behind Garage Doors articles so for the June edition here's **BGD 1. The Car's the Star! from Paul Lumsdon**

It is going back a few of years now (about four I think), but when local classic car restorer and general automotive enthusiast, Mark Fishpool, moved his local Sunday morning car meets to Sibson Airfield, I felt it was within range to get the Vitesse there and back without burning a coil out - Sibson only being about 5 miles from home. One sunny Sunday morning I fired up 'Prudence' (the previous owner's name for my Vitesse which my kids insisted on keeping) and before long we had arrived safely at a packed Sibson. There was a huge array of local classics of every type on display, making quite an impressive sight as they mingled alongside a num-

ber of the resident light aircraft. Several of our local TSSC Area members were also there and we congregated in the café for a warming coffee and, even better a delicious bacon bap.

Once suitably re-fuelled in the café, I went back out to the car and got chatting to a chap named Kieron Maughan. He explained that he was working on a new TV series which was to be a light documentary series about the cars owned by famous Rockstars and he had been drawn to my Vitesse as it happened to be one of the cars he was searching for. Sadly, he didn't know something I didn't about a previous famous Rockstar owner of my car, but he did know about a famous Rockstar who used to own a very similar yellow Vitesse. Unbeknown to me, Kieron's research had revealed the Graham Gouldman of the well-known 1970s/1980s band 10CC was the famous musician in question. He was therefore keen to get some footage of my car to use as a 'just like this one' car in his series. We exchanged details and he suggested he might bring his cameraman along to the next Sibson meet.

To my surprise he did get in touch and we did arrange to meet up at Sibson. Sadly, on this occasion the weather was not as bright and sunny, but at least it was fine, if overcast and we found an area away from the main parking area for the filming to take place. It took literally 10 minutes and that was that. Fast forward four years and a few days ago I received an email out of the blue from Kieron's 'Rockstarscars' project with an update on progress - obviously a slow burner!

Out of interest I followed a link to his website and in there I found a 'sizzle'. This is a short, filmed synopsis of the proposed series and is used to send to TV companies to, hopefully get their attention and ultimately to persuade them to commission the full series. In this case it is about 15 minutes long and, would you believe it but the third item on the film is Graham Gouldman talking about his first car, a yellow Vitesse, and yes, there is 'Prudence' in all her glory for all of about 5 seconds. It doesn't matter, 5 seconds is 5 seconds, and everyone deserves their 5 seconds of fame! There then follows a Triumph Spitfire and a TR6 so there is definitely some interest there for us TSSC members. If you have a few minutes to spare during this current lockdown, here is a Youtube link to the 'Rockstars cars sizzle'.

https://www.youtube.com/watch?time_continue=5&v=ClwXsJtE2jY&feature=emb_logo

Either click on the link or go to Youtube and search for 'Rockstars Cars Sizzle'

As a postscript to this story, after filming I decided to take the long way home from Sibson through



Scotland North East Scotland Central

Nassington, Woodnewton and Apethorpe, and on the way back to Kings Cliffe 'Prudence' started misfiring as yet another coil started to break down, a problem that I am still living with to this day. Must get it sorted when I get a moment

BGD 2. from Doug Balderson

Pre the lockdown - On one of my clients farms is a company that makes furniture for schools and on a pile of waste material they had some large sheets of thin fibre board. Eureka moment. I was allowed to take a sheet of this slightly damaged board to re-make the spare wheel board that was broken in two for the back of my GT6 Mk 111.

It's just a tad thicker than the original but I'll chamfer the edges where it goes into the spring clips. I'm short of one of the 618432 spire studs - to really stop it rattling. Anyone got one in their supplies? That will be another job ticked off.

Please send us your stories, your projects and your news.

One thing I believe we have all been doing is clearing a lot of paperwork out during this lockdown - Steph was further clearing some very old sheet music for the piano of my mothers and at the bottom of a 1932 paperclipping was this - Teacher : "Now, Willie, what did Caesar exclaim after Brutus had stabbed him?" Willie : "O--oh!"

They had humour then and we had WWII after then and we have Covid now.

In your spare time could you write some Christmas Cracker jokes we could share! A good laugh a day helps us all walk and play!

Keep us supplied with news, ring a fellow Member, Keep the Distance and Keep Safe and Keep Sane. Look after yourselves.

Doug

Scotland North East

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www.brmmbrrmm.com/club/grampiantr/4.htm

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Hi All. As I write this we have now entered the seventh week of lockdown. It is a good job that the weather has been fine so we can get our cars out of the garage and do some work on them, I guess a lot of you have been doing some work on your Triumphs. I have fitted new cam cover gaskets, cleaned and tidied up under the bonnet and fitted the weber carb to my Stag. I have also recently completed fitting Daylight Running Lights to my Stag to

which I have done a technical description, if anyone is interested I can send it to them. I still have to do some work on the Spitty, she has been a wee bit neglected lately.

I have been speaking with a couple of local area members and we think that when this is all over we deserve a decent Triumph run. We thought that it might be a good idea to go on a picnic run but I am sure we will still have to restrict numbers.

Our Grampian Triumph weekend run to Plockton which was organised for the 5/6/7th June has of course been cancelled but most of us have re-booked for **2021 4/5/6th June** if anyone is keen.

Have a look at the Grampian Triumphs Facebook page at:

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

and the TSSC Scotland page at

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

Looking forward to getting out on the road again and blowing off some cobwebs.

That's all for this month.

Danny

Scotland Central

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May's Meet Night was cancelled due to the continuation of the pandemic and it looks as though we might not be able to meet in our normal format for some time, however I know that many of you are ping-pong each other back and forth and I hope this eases some of the cabin fever that some may be experiencing. I am pretty surprised considering that we are all seasoned Triumph enthusiasts and we attend many events during the car season that cabin fever has not taken hold as much as I thought.

I have had a few weeks work at Glasgow City



Scotland Central

Scotland Central Continues

Chambers deploying equipment to key workers such as Health and Social Care Partners at the Queen Elizabeth hospital, Shielding workers and Neighbourhood Sustainability such as domestic abuse support personnel. This has given me an opportunity to take the minion to work on several occasions and get some photos of him parked in a prestigious spot normally reserved for the high heed yins. That work is over for now and I am back to being grounded by Nicola for the time being. I have had plenty to do and catch up on since the grounding started and I have enjoyed the change and pace of life during this time. I am sure that many of you are in the same position regarding a change and getting caught up with plenty of outstanding tasks, let's not forget about the money that is saved by not travelling to work or nipping to the car and DIY stores for those impulsive purchases. With the amount of money we have saved by not having any car events may allow all of us to go to Le Mans next year.

Ironically the weather has been rather grand since our grounding, our drive it weekend and Millport event would have been a fantastic start to our season given the weather, rather than having a drive it day many people's Triumphs were sitting on their drive looking their best and ready to go. As we all know most events have been cancelled, however we are keeping our fingers crossed that the Triumph weekend in August may still be on the calendar, obviously this is dependent on the advice from the Government which is slightly different on each side of the border at the moment.

We are all grown up enough to realise the sacrifices are for the greater good and protecting ourselves and our loved ones.

Holidays are looking like pie in the sky at the moment and our Le Mans trip is history even before it took place, if the event was still going ahead would you really have travelled? I propose and obviously dependent on the government's guidelines, that once we are in a safer position, we might be able to organise a countryside drive and picnic? The Lead Hills springs to mind.

Alan's GT6 50th birthday will have passed by the time you read this report, Alan was hoping to have his car on the road for its big birthday but due to the extensive repairs that are required this is not possible. He is aiming and I hope he has managed to get the engine fired into life on its special day. Your car must make you feel young Alan.

I am not too sure what anyone else is doing with their cars and this is where I am yet again asking for some input from yourselves, the longer the lockdown lasts and the longer we are not allowed to meet and in turn means I have less information for the area report. So even if you can drop me a few lines on what you are doing to your car or if you have any items of interest that I could include in the area report, this would be appreciated.

On a personal front the Spitford bonnet has now been resprayed and built back together, I had one casualty when assembling the light shrouds due to a hairline crack, when securing it in place the pressure opened the crack and is now noticeable. I have since sourced another one from a fellow Spitford owner, thanks to Rob Southern from Perth. The next tasks on the wee fella is to get him spruced up after all the dust from the bonnet work, I appear to have a never-ending list of tasks that need done on all cars. I done some paint correction on Ally's car and tried a ceramic coating on it, early days but so far I am really impressed with the results and how easy it is to wash, take note that I never used any of my cars as the guinea pig, but don't tell Ally, she thinks her car is special and got priority. I am looking to do the same to the Spitford but will take much less time to complete.

Hopefully by the time this edition of the Courier is in your paws, our country, loved ones and ourselves are in a much safer place than they have been. Fingers crossed we will be able to Triumph over this virus sooner rather than later.

Stay safe, Lets Triumph and ride this out together

Michael

June Meets: IMPORTANT - All MEETINGS ARE CANCELLED UNTIL FURTHER NOTICE

Please keep up to date for the latest area information at:

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

CORONA VIRUS!
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AO or Event organiser**

**for Updates on when
Area Meetings will Resume
and obviously on Local and
National Events**

Check with the Organisers



Somerset North Staffs - Suffolk

Somerset

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Hi All. We hope you are all keeping well in these challenging times. As you can imagine there is not an awful lot to report this month. Firstly we would like to thank everyone who shared photos of their cars on Don't Drive It Day, it was very uplifting to see such a range of cars on display from all the areas across the UK on people's driveways.

Unfortunately the WSRA Steam Rally at Norton Fitzwarren has been cancelled this year. We will keep you all updated via email on the status of events in the coming months.

Due to the lack of shows this year we know many of you will be itching to get out and drive your classics when the lockdown is lifted. Once we have been informed it is safe to do so we will be looking to do some runs across the county. Although this may not happen for quite sometime to come, we would love to hear any suggestions for destinations, or even a particular stretch of road that you think would be good for a club run.

If you have any suggestions please get in touch with either of us to let us know.

We look forward to seeing you all soon!

All the best,

Harry and Maggie

North Staffs

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Hello all. Hope you are all well and staying safe, as I write the lockdown is still in place but with talk of some easing of the rules coming soon let's hope its good news.

However, the Covid 19 virus will not go away yet and caution will still be needed should we gain some freedom from the lockdown.

I would belatedly like to welcome Andrew Best to the North Staffs area who joined TSSC in February, Andrew recently bought a GT6 which he apparently owned before 35 yrs ago, well done for finding your old car.

With everything cancelled in the classic car scene, there's little to report on though I was a little disap-

pointed in the number of photographs submitted for the On Your Drive Day, just two maybe I should have offered prizes but I have none to offer.

I think I have just about earned my pass to start work on the Triumph again, having completed a number of the domestic jobs for her indoors. So after the bank holiday, I hope to dig out the car from its pile of clutter and make a restart on the many jobs still to be completed.

It's been disappointing that many of the events including VE Day have been cancelled or put on hold, let's hope that some will be up and running before the end of summer.

If you are working on your cars let us have some reports of the jobs you have been doing to give us something to read in the Courier.

Take care

Dave

Suffolk

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Hi all, it's around 6 weeks into the lockdown as I write this and I hope everyone is safe, well and finding things to keep themselves entertained. Carmel and I both had



5 days off work last week, booked well before all this happened and we'd always planned to spend it doing things around the house and garden, despite it now being enforced.

I've managed to board out the garage, buy some new racking and have a general tidy up. It means some of the cars have nothing stored around them, my event plaques are on the wall, and I've mounted an old mirror to the wall for one-man rear

Suffolk West Sussex

Suffolk Continues

light testing. It's all looking quite respectable.

I had an email from Chris. One of his MK1 GT6s is now in with Laura the Welder and seems to be progressing well as she keeps asking for more and more panels. That's must be a good thing, right? He's also had the next TR6 project sprayed in Signal Red, so I imagine that is looking splendid and ready for the re-fit.

Brian gave me a call to double check the Russell he had in his phone was actually me. It was great to have a chat and check we were both well. He said he'd been doing a bit of a re-fit on Mack the camping trailer and had installed a fridge, powered by electric and gas. Unfortunately he'd only tested the electric function before fitting and it all had to come out again to get the gas working. It's all back and working now.

One thing I've discovered during this time, is I'm much more relaxed about getting things done, as I've no-where else to go. Usually it's a slight rush to get something finished as we have to go out somewhere, either that evening or the next day. This is also the case with my VW Bay pick-up, currently being painted by a friend. He was hoping to have it done by the Suffolk Alive and VDubbin' in June, but that's been cancelled, so I've said take as long as you need. Which is good, as it's needed far more prep work than either of us could have predicted. As I keep telling Carmel, it was never a bargain.

Keep well and hope to see you and some Triumphs in the metal soon!

Russell

West Sussex

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April brought the type of glorious weather we dream of for our cars, but also the first complete month of lockdown, so we have fairly limited Triumph news to report.

Ben must again be our mileage champion this month, as he's been using his Herald convertible to deliver takeaway meals from his pub, with his dog Toffee riding shotgun.

The rest of us have had to be a bit more creative, so I asked the Area's members to dig out their model Triumph cars, so we could stage a model car show for our own entertainment - and, of course, for

yours! I chose not to enter, as I was taking on the role of judge, but I'm pleased to report that there are accolades for all those who did.

Winning the "Most Impressive Model Of The Show" accolade - and a close challenger for "Most Impressive Collection" is Roy. The model that scooped the

award is the wooden Spitfire that Roy carved as a trophy when a member of the Midland Spitfire Owners Club when he was 18.



Jess claimed the "Most Impressive Collection" title



with her 8 Herald entry which achieves true diversity not only in scale, but also in the variety of materials, which include pewter and even coal.

Iain won acclaim (sorry!) for "Most Creative Set" for the very convincing street scene,

achieved with the use of a jigsaw puzzle box and a bread board, to feature his model Acclaim

With oversize mirrors and a sturdy towbar, this must have been towing a caravan when new?



Nigel entered 3 models (a 1300 and 2 Herald's) and



scooped "Replica Of A Car I Owned" with his white Herald Convertible, carrying the correct number plate.

Finally, among the Triumphs entered, Barry's newly polished



West Sussex

North Wales - South Wales

Spitfire 4 collects the "Judge's Special Inspiration Award", for inspiring the show in the first place, as reported in last month's Courier.

But Dominic's and Paula's entries deserve special mention, even though they fall a little short on eligibility criteria!

Having initially declared that he had nothing to enter, Dominic unearthed what appears to have been a bulldozer at some point in its life. When I say unearthed, I mean it - he literally dug it up in the garden!

With no model Triumph to enter, Paula entered a very fine model dragster, with a very real piston and con rod - memorabilia from her time with a drag racing team at Santa Pod. It also brought back fond memories of Triumfest 2017.

As you can see, the West Sussex Area Members did a great job of keeping the Area report going this month. Next month, I'm hoping to be reporting a few of our favourite memories of our favourite Triumphs.

As you obviously still can't join us at one of our regular meetings, do join our Facebook page, or follow us on Twitter or Instagram (@TSSCWestSussex).

Keep safe - on and off the road

John

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



North Wales

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Hello, everyone. We hope that you are all keeping well. As you will be aware there is nothing to report because of Covid-19 and lockdown, but this is just to let you know that we are still here, and if you need to ask anything you only have to e-mail or give us a call.

Something that we all have to keep in mind is the fact that our classics are "in dock" for so long at the moment and this could cause problems. As our Spitty had not been used since the end of last year Roger decided to give her a run, but discovered that the clutch had seized.

He managed to free it off and took her to the end of our lane and back. Upon arriving home he said that the brakes needed some attention, so a couple of days later he overhauled them. These are the things that we all need to be doing at the moment, keeping a check on everything.

We are thinking of you all, so STAY SAFE, and we are looking forward to seeing all of our good friends when this is over.

Regards,

Helena & Roger.

South Wales

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The events for April were kicked off with a run to the Malvern Festival of Transport on Sunday 7th April. This was followed later in the month by a scorching Easter day out at the Weston Super Mare Car Show



South Wales Continues

on Sunday 21st April. That was my club write up for this time last year and who would have guessed that 12 months later we would be living as extras in what seems an unbelievable Hollywood movie script with daily life governed by anti-social distancing and how long the queue is at Tesco's. Now with fuel prices at or below £1 per litre in some parts of the country it's frustrating that we cannot get our cars out for some legal daily exercise of our feet on accelerator and clutch pedals. Bicycle pedals do not hold the same attraction although I must admit it has given me the reason to unearth my penny farthing from underneath the push lawn mower in the shed. Some of the South Wales members are managing to keep in touch via email carrier pigeon and smoke signals and we cannot wait to be able to get our Triumphs back out on the road and try this new socially distanced conveying. We have made the 2 metre solid tow poles to keep our cars 2 metres apart on long runs and we will use the club loud-hailer to warn other motorists not to overtake us and try to go in the gaps.

I think my normal questionable quality of write up is being affected by cabin fever or shed fever; I have even had delusions that people other than Bernard actually read any of what I call my wittering's. Something had been bugging me in my Spitfire for quite a while so I decided to have a look when I had the car out of the garage a week or two back. My 1500's temperature gauge has always sat around the quarter mark when I know the engine is up to normal temperature so should be reading half way up the scale on normal. The fuel gauge reads normally and is as accurate as any other Spitfire or Herald fuel gauge. In the past I had changed the temperature sender for a new one and checked the cable from the sender to the gauge and the terminals which all seemed to be fine. I also checked that the instrument voltage stabiliser was delivering 10 volts with a multimeter and remembered that I had ditched the mickey mouse Lucas one for an electronic regulated version about 4 years ago so the 10 volts was definitely good. At this point while enjoying a tea break in the garden I remembered I had purchased a second hand temperature gauge while rummaging around the Malvern Show last year and had put it in the boot of the Spit. I opened the boot and like groping in a lucky dip I found an unopened bag tucked behind my spare fuel can along with a pack of out of date crisps and a battered KitKat. In the bag was a Smiths temperature gauge from a



MkIV or 1500 spitfire in pretty good condition. Now coming as I do from an electrical engineering background I have toys like lab power supplies at hand which I tested the gauge at 10 Volts to ensure it went to full scale. If you look closely at the face of the gauge you will see 3 sets of 2 tiny dots on the dial (see photo 1)

These are the factory calibration marks and they correspond to each of three 'Test Voltages' that are applied to the rear terminals of the gauge during the factory test and calibration.

If a voltage of 2v is applied to the terminals, you should see a gauge reading where the needle falls between the first set of calibration dots. If you then apply 4.8v you should get a reading at the second set or middle dots that are the normal mid-scale. Then finally, if 7.6v is applied, you should have a reading pointing at the third set. This is factory calibration and luckily my £5 second hand gauge was reading spot on. I gave the gauge chrome a bit of a polish up and trimmed some of the pitch which is used to seal the bezel and glass from around the edge of the glass where it runs slightly over the years. After lunch I decided to fit the gauge in the car which is easier said than done.

First remove the knobs off the heater controls which is done with a 1/8 inch allen key.

Now the 4 screws which hold on the centre section of the Spitfire 1500 dashboard.

At this point note or photograph the wiring and what is connected to what.

Remove the two knurled round nuts on the back of the temperature gauge and pull off the connectors



Wessex

and slide the gauge out of the retaining bracket and out of the hole in the dashboard. The first thing I noticed was that the little cork blanks which cover the mechanical calibration holes (used for tweaking the gauge needle to read correctly during actual factory calibration), had been punctured by someone trying to calibrate the gauge in the past.

I replaced the gauge with my £5 one and simply reversed the disassembly procedure as recommended in all good copies of the Ham-fisted Workshop Manual.



With everything back in place I started the Spit up and watched as the temperature gauge started to move as the car warmed up. After about 10 minutes it was reading just below the mid-point and it was time for a well-earned cuppa and buttered Welsh cake provided by my onsite caterer. She is so good I married her.

Another wee job well hammered as they say in the shipyard.

AL

Wessex

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Last month I put Le Mans Classic, as cancelled, that has changed to **POSTPONED** to next year, the new date is **1st -4th July 2021** (all tickets already purchased valid for the new date) following a re-schedule of the main 24 hour event from June to September. However, this will be dependant on any French Government directive at the time and any travel restrictions.

Bath Festival of Motoring, CANCELLED!! Fingers crossed, on the off chance that some of the events later in the year might happen, I shall be optimistic and leave them listed, otherwise it would be an even shorter report!. It will come down to you checking and making your own decisions.

We obviously will do our best to keep everyone posted, as I always say. . . . check your emails and for those of you who can, Facebook (that is another world to me!).

Under review, **Silverstone Classic, 31st July to 2nd August**, at the time of sending this report, Silverstone is still leaving their options open, as were the events below. Being later in the season, they are clinging on to the hope that they still might be able to go ahead, that restrictions might of been relaxed. We will have to wait and see.

Bournemouth Air Show 20th - 23rd August. Dorset Steam Fair, CANCELLED, if you remember, I said there was a chance we could do all four of these, well the Dorset Steam Fair is the first to be decided as the time has come to make their minds up.

Beaulieu Auto-jumble, 5th - 6th Sept and the Swanage Railway, 11th - 13th Sept. As for doing the roving meetings this summer, that might be best put on a back burner for next year.

A good majority of events have been postponed with the hope that they can be rescheduled for later in the year, most likely September (going to be a busy month, if it happens!!). There is no guarantee there is going to be anywhere open for some while. At this moment of writing there is talk about lifting some restrictions, the second week of May, so you will already know whether that happened and by how much. So the hope of the above shows, might of been justified, but whether we as individuals want to take the risk of congregating together is another matter. As is being constantly said, things are changing by the day and might of moved on considerably by the time this report is published! So for the moment we will confine ourselves to working on our cars and the odd quiz that has started coming through, not mentioning that long list of household jobs.

Please note:- June meeting, under review, doubtful, but you never know!!

Martin

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

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 nigeltjohnhawes@gmail.com

CORONA VIRUS!
Please check with the
Event organiser
for Updates on whether
an Event is On or Not
Before Booking



SilverstoneClassic

31 JULY - 2 AUGUST 2020

JOIN US FOR THE CLASSIC'S
30TH ANNIVERSARY

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www.silverstoneclassic.com

Our club's exclusive Car Club Display Package code is:

2020CCD006

Leicester and Rutland Area

You are cordially invited to the

35th Sunshine Rally 7th-9th August 2020.

We will be at our venue Greetham Community Centre, Great lane, Greetham, LE15 7NG. An immaculate small friendly community centre with a comfy lounge and bar. Camping is on a flat sheltered field, dogs welcome. (Unfortunately no electric hook ups). Less than a 5 minute walk to Greetham village with 2 pub restaurants.

Camping / Caravanning Friday 7th & Saturday 8th with the option for additional nights.

Friday Night

A warm welcome, with Tea and cake on arrival, meet old friends, make new ones and join in with our light hearted quiz to start the weekend off, plus our Slot car challenge. Bar 7-11.

Saturday

Optional planned casual drive around half a dozen picturesque villages in Leicestershire and Rutland with a small on foot treasure hunt in each village. Add the scores up and there will be a trophy for the winners by the end of the day.

Saturday Night

BBQ, followed by fun, entertainment and a bit of a boogie to end the night. Bar 6-11.

Sunday

A magical mystery drive out to a local place of interest, returning around lunch time. Once back at the site it's time for our park and pose car show with raffle and prize giving at around 14.30 to 15.00.

Prices:-

Rally weekend with one night camping.....£20.00 per unit.
Rally weekend with two nights camping.....£36.00 per unit.
Extra nights on request.....£12.00 per unit.
BBQ..... £7.50 per person, Children under 10 years.....£5.00.

For more details and a booking form please contact:-

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