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THE COURIER NUMBER 481 JULY 2020 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 481 JULY 2020



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Nigel Hill - Area Liaison



Martin Hughes - Director



Tom Hartley - Director



Jane Rowley - Director



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TSSC HQ TEL. 01858 434424

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



Shop Team. Martyn Sankey - clubshop@tssc.org.uk



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



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THE July 2020 COURIER

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THIS ISSUE - 481

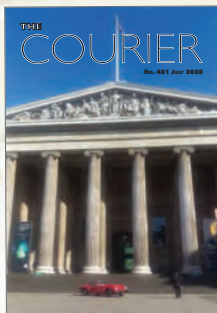
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BRITISH MUSEUM
& ISOLATED SPITFIRE
PICTURE FROM ANTHONY DENT

Courier Copy/Area news



Editor. Bernard Robinson

e-mail: courier@tssc.org.uk

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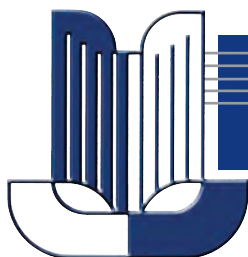
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THE GET OUT

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.

HERALD 948/1200/1250

Colin Lindsay, 6 Old Mill Road Scarva Co. Armagh BT63 6NL.
Tel: 02838 832453. e-mail: herald@tssc.org.uk

HERALD 13/60

Darren Groves, 6 Govetts Field, Launceston. Cornwall. PL15 9FQ.
Tel: 07806 351499 e-mail: herald1360@tssc.org.uk

SPITFIRE Mk I/II/III

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE.
Tel: 01672 514241 e-mail: spitfires@cadley.org.

SPITFIRE Mk IV/1500

Steve Payne, 47 Tiverton Drive, Horeston Grange. Nuneaton Works. CV11 6YJ.
Tel: 07885 449609 (6 to 7pm) e-mail: spitfireIV-1500@tssc.org.uk

VITESSE 1600/ Mk I/II

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA.
Tel: 01635 868640 - Eves/Weekends e-mail: vitesse@tssc.org.uk

GT6 Mki/II/III

Andy Cook, 7 Albany Road, Fleet, Hampshire, GU51 3NA.
Tel: 07822 801275 (Eves/Weekends) e-mail: gt6@tssc.org.uk

BOND

Guy Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE.
Tel: 01672 514241 e-mail: bond@tssc.org.uk

SPECIALS

Trevor Collett, 25A, Greenacres, Bookham, Surrey. KT23 3NG.
Tel: 0776 7248798 e-mail: specials@tssc.org.uk

BIG SALOONS

Carl Swanson, 55 Heath Rd, Beaconsfield, Buckinghamshire HP9 1DG.
Tel: 07823 771811 e-mail: saloons@tssc.org.uk

TOLEDO/DOLOMITE 1300/1500

Andrew Burford, 13 Highgate Avenue, Birstall, Leicestershire. LE4 3JL.
Tel: 0116 267 1688 (Eves/Weekends) e-mail: toledo@tssc.org.uk

TR 4/4A/5/250/6

Bernard Littlewood, 92 Lascelles Drive, Pontprennau, Cardiff. CF23 8NQ.
Tel: 02920 315260 e-mail: tr4-tr6@tssc.org.uk

TR7/TR8

Paul Lewis, 14 Northbourne Drive, Nuneaton, Works. CV11 4GA.
Tel: 07766 101615 e-mail: tr7-8@tssc.org.uk

TRIUMPH ACCLAIM

Graham Robertson, 25 Straik Place, Elrick, Westhill, Aberdeenshire. AB32 6TN.
Tel: 01224 741564 Mob. 07534 130030 e-mail: acclaim@tssc.org.uk

STAG

Phil Willson, 37 The Grove. Sidcup, Kent. DA14 5NG.
Tel: 020 8302 0059 e-mail: stag@tssc.org.uk

TSSC TRIUMPH ARCHIVE

Ben Broadbent, 28 Forshaw Lane, Burtonwood, Warrington Cheshire. WA5 4ES.
Tel: 07875 944541 e-mail: archive@tssc.org.uk

AMPHICAR

David Chapman, Tel: 01684 592985 e-mail: amphicar@tssc.org.uk

INTERNATIONAL LIAISON SECRETARY

TBA, NEW Secretary Required! Contact Bernard: courier@tssc.org.uk

YOUNG MEMBERS CO-ORDINATOR

Alyson Anderson, 48 Main Street, Carnwarth, South Lanarkshire, ML11 8JZ.
e-mail: youngmembers@tssc.org.uk

TRIUMPH WEEKEND 2020

Nigel Hill, 32 Hollyhill Road, Selston, Notts. NG16 6EF. Tel: 07976 163006
e-mail: nigel.hill@hotmail.co.uk **TSSC HQ:** e-mail: info@tssc.org.uk

AREA LIAISON OFFICERS

Di Allen & Nigel Hill, 32 Hollyhill Road, Selston, Notts. NG16 6EF.
Tel: 07976 163006 e-mail: nigel.hill@hotmail.co.uk

PUBLIC RELATIONS OFFICER

Vicky Dredge, Kingcott Farm, Alcester Road, Flyford Flavell, WR7 4DF.
Tel: 07745 299457 e-mail: pro@tssc.org

Zoom more with your Triumph

Many of us are having to find new ways to keep in touch socially and the internet is helping a lot of us with face to face video conferencing like Zoom, Skype and Teams. Grandparents may not be able to hug their grandkids but they can at least chat about the things they're getting up to, face to face with modern technology.

Many of the area meetings used to convene in a public house and with the changes this year most of these are closed and unavailable.

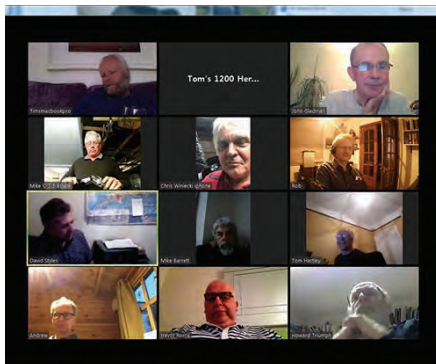
However, some of the Area Organisers have started to arrange meetings online, often at the same time every month that the pub ones were. The Club's Area Liaison Officers are on hand to put any AOs that want help to get them started in touch with technical support.

If you are missing out on that all important face-to-face chat on all things Triumph, look out for the link to your area's online meeting in an email from your Area Organiser. You can usually join on a laptop, PC, tablet, ipad or smart phone.

The beauty of joining a local meeting from the comfort of your own home is that if you're lucky enough to have good wifi reach and a portable device you can even take your meeting out to the garage and show everyone what it is you are working on. There is nothing quite like pointing at or demonstrating something that's broken when you're trying to describe what it is that you need help solving. The opportunity to show off the latest thing you've added, fixed or cleaned up is also hard to resist. But crucially, probably unlike some of the members of your household, the other people on the meeting are actually quite interested in what you've got. Just having a beer out in your garage and chewing the cud with fellow Triumph enthusiasts is a great way to spend an evening.

Now that we are able to get out and about in our cars for reasonable journeys it is worth planning for eventualities that you didn't used to have to think about. Consider taking some gloves so you can fill up with petrol and pay for it without worrying about who's germs you might be picking up. Remember to dispose of them before you get back in your car so you don't transfer from them onto your steering wheel though. Another thing to think about is a simple face mask and hand gel just in case you have a breakdown that you can't solve and you are unable to avoid breaking social distancing in the breakdown van.

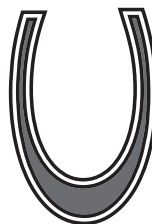
Get out and enjoy your car - lots of fresh air and a smile on your face is the perfect antidote to any cabin fever feelings!



Zoom more with your Triumph!

BY TOM HARTLEY

TSSC COUNCIL OF MANAGEMENT



EVENTS CALENDAR

e-mail trudi@tssc.org.uk

TRIUMPH
SPORTS SIX
CLUB

TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

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

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 CANCELLED

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

CANCELLED

www.silverstoneclassic.com

March 2021

FRI/SAT/SUN AUGUST 20

PRACTICAL CLASSICS

RESTORATION SHOW NEC -

POSTPONED TILL MARCH 2021

Ticket Options

www.necrestorationshow.com/faqs

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%20Panel%20Valuation%2020%20_0.pdf

Download it, fill it in, Scan or Take a Picture of it and email to Bernard at: courier@tssc.org.uk with Minimum of 4 Picture attached.

£15 Payment By BACS Transfer only please as I can't process credit/debit cards from home.

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Please put Name & Membership Number on the payment for reference. Thank you.



TRIUMPH SPORTS SIX CLUB VALUATION CERTIFICATE

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Triumph Sports Six Club, Main Street, Lutterworth, Market Harborough, Leicestershire, LE16 9YE



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Footman James
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Lancaster Insurance
at www.fox.com

Peter James
Insurance Services
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at www.fox.com

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 Manufacture	Year of Purchase	Recorded Mileage at date of first valuation	Date of purchase	Purchase Price

Conditions - CONOURS, A1+, A1, A2, A3 (must be completed)

Body	Paintwork	Chrome	Glass / Windows	Interior	Engine	Transmission	Mechanical equipment	Estimated Value of Vehicle

CONOURS: 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 excellent condition with bodywork/finish free from wear. The vehicle's components should be free from any but tired looks and should work efficiently.

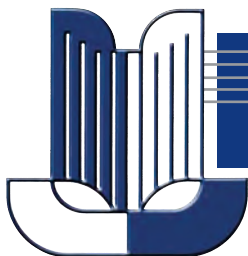
A2 RESTORE: The vehicle should be in good working order, capable of regular use and satisfying an HPI test requirement. The bodywork/finish must be free of extensive rust and/or damage.

A3 SERVICEABLE: The vehicle must be in a satisfactory condition and be capable of satisfying an HPI 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

35th Sunshine Rally Cancelled

It saddens me to have to say this but we have had to cancel this years **Sunshine Rally** due to take place on the weekend of **7th - 10th August**. With so much uncertainty over how we will come out of this lockdown with regards to social gatherings etc, etc we have come to the difficult decision that it would not be right to continue at this time.

This would have been the 35th anniversary of our Sunshine Rally and we the Organising Committee are now working just as hard



on next years event so that we can come back bigger, stronger and better than ever before, so please do look out for our new advert for next years event and dates coming soon.

Dave Smith

TSSC Leicester & Rutland AO

TSSC HQ

Whilst certain non essential shops are opening again, we would just like to confirm that TSSC Shop & Museum will remain closed to visitors until further notice.

We are still running an efficient mail order service, **Club Shop at: www.tssc.org.uk or Tel.01858 434424** and **TSSC Insurance Valuations** by e-mail to courier@tssc.org.uk.

Valuations full details as bottom of page 6 opposite



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Mk 1/2/3

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

ANDY COOK gt6@tssc.org.uk

Rear Brake Overhaul

(Manual Adjusting) Part 2)

This continues on from the June 2020 Courier article from last month which described the strip down of the rear brake assembly.

Once everything is stripped out clean up the backplate and components, I recommend using a proper brake cleaner product like the aerosol below, alternatively use methylated spirits. It's important to use a cleaner that won't leave a greasy residue which would reduce brake efficiency if transferred to the drum or shoes. Also clean up the drum, unless you are replacing it.

Reassembly should be done in the opposite order or taking it apart. Start off with the slave



Brake Cleaner used for brake drum and backplate assembly cleaning.

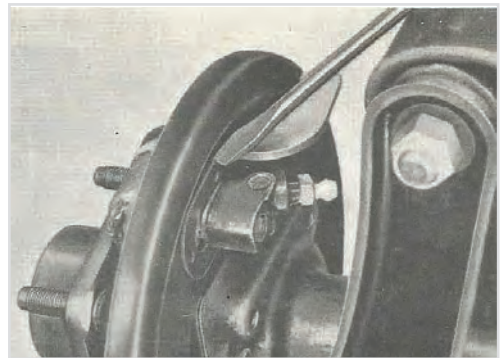
cylinder. This needs to be free to slide in the slot on the back plate so a little bit of coppersease on the back will aid this. Make sure the pivot for the handbrake lever is located properly in the recess in the slave cylinder.

Fix in place using the horseshoe shaped clips.

8

The smaller curved one goes against the back plate on the side of the handbrake lever, the larger one fits behind it and clips into place with the dimples engaging in the 3 holes.

Once the shoe is in place pull the rubber seal into



Horse shoe shaped retaining clips.

place over the back of the slave cylinder behind the back plate with the bleed nipple and union part of the casting poking through.

Now reattach the brake union to the slave cylinder, take care not to cross the threads as it will damage the slave cylinder itself.

Put a dab of coppersease on the Pads on the backplate that support the shoes, this will aid the shoes to slide in operation.



Dabs of copper grease on the shoe supporting pads on the backplate.

Then assemble the shoes with the return springs and put into position, I find that if you wriggle the

top spring into position where it sits between the slave and the hub, then locate the top of the shoes into position you can then stretch the bottom spring and get each shoe into it's slot on the adjuster.

The shoes are then held in place with the hold down kit with the steady pins, springs and key-hole washers. There is one for each shoe and the steady pins go through a hole in the backplate and shoe

Push each keyhole washer into place against the

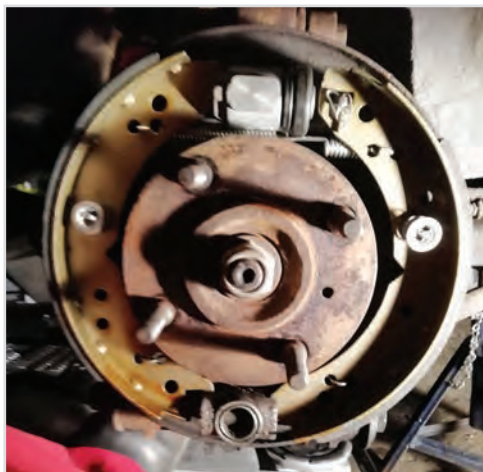


Hold down kit

spring and then turn to lock it in place.

You've now assembled the back plate brake assembly complete..

Next slacken of the brake adjuster a bit and cen-



Backplate brake assembly assembled with Slave cylinder and shoes.

tralise the shoes on the back plate, you can then push the drum into place, if it won't go then slacken the adjuster some more.

Once the drum is on, tap with a hammer to ensure it's fully home and then secure in place with the two small countersink retaining screws.

Next readjust the brake, to do this tighten the adjuster as far as it will go, this will lock on the brake, then back it off one click at a time until the



Adjusting the Brake

wheel will turn with no drag on the brakes.

Rebuild the other rear brake in the same way, replacing the slave cylinder if required, this is optional, however the shoes must be replaced on both brakes. Then it's time to bleed the brakes. I use a one man brake bleeding tool.

A quick word of warning about brake fluid, make



One man bleeding tool.

sure you do not mix Dot 5.0 (silicon) fluid with Dot 3, 4 or 5.1 (mineral/mineral compatible synthetic). Also only use the currently utilised type of fluid (be that mineral or silicon), unless you have totally rebuilt the entire system with new seals. If you refill a system that has previously utilised mineral fluid with silicon then there is a real risk of brake failure and vice versa. See the compatibility table below. Silicon has the advantage that it doesn't attack paintwork if spilled, the original fluid was mineral though.

Interestingly although modern cars did a few years back tend to use 5.0 (silicon synthetic) this is now rarely used in new cars as it is not compatible with ABS systems which is why a new version of mineral compatible synthetic fluid 5.1 was developed which is standard fitment in modern cars with ABS.

Put the handbrake on. Slacken off the bleed

1. RH Rear, 2 LH Rear, 3 LH Front, 4 RH Front.

Then go around all 4 brakes again.

Check the brake pedal it should be good and hard in operation with no sponginess, if it isn't, go around and bleed all 4 brakes again.

Once you have a good solid feel to the pedal replace the wheels, lower to the ground and check the tightness of the wheel nut.

Then go for a careful test drive to ensure that the brakes operate efficiently.

From the Archives

As we are still in lockdown as I write this and all local club meetings and classic car events have been postponed or cancelled let's look at a picture from better times.

This is not a GT6 specific picture, although there are at least 3 GT6s tucked away in the back row including mine. This is a picture of a very well attended Essex Area meet back in around 1990 where we had a photo call to try and get as many cars as possible to attend for photo shoot outside the pub. This was prompted because the TR register met at the same pub and there was a picture on the wall in the bar in the pub (The White Bear near Ongar which is no longer a pub) with the car park packed out with TRs which we wanted to replicate. We asked some of the neighbouring TSSC areas to come along and help just to boost the numbers!

Andy

Brake Fluid Compatibility Chart

	DOT 3	DOT 4	DOT 5	DOT 5.1
DOT 3	✓	✓	✗	✓
DOT 4	✓	✓	✗	✓
DOT 5	✗	✗	✓	✗
DOT 5.1	✓	✓	✗	✓



Totally compatible. May be mixed and used interchangeably



Not compatible. Do not mix under any circumstances

Brake Fluid Compatibility Table

nipple slightly, then operate the brake pedal in the car 4 or 5 times and retighten the bleed nipple. Then top up the master cylinder.

Repeat in the following order,



TSSC Meet at the White Bear, Ongar Essex



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TR7-8

ALL MODELS

PAUL LEWIS tr7-8@tssc.org.uk

Paint Progress TR7

Leading on from last month and the uncovering of a high level of rust it was time to make good the corrosion and return to metal.

As new or remanufactured panels are not always readily available, and second-hand panels removed from cars can vary in their state, it was up to my fellow fabrication expert to start manufacturing templates.

As always, the rust seen on the outside is about 1/5 of the actual size of the corrosion underneath. The roof area being a skin was relatively easy to reconstruct, but the A post rust was a little fiddlier. On the base of the right-hand A post the top of the wing had to be cut so that access to the corrosion could be made.

After a lot of time and effort the windscreen surround was made good. The next task was to replace the doors with some good original ones. The problem now was that the wing, fitted by the previous owner did

"the rust seen on the outside is about 1/5th of the actual size underneath"

not line up. The old door had been re-skinned and when the wing had been refitted it used the door gap as a datum. This



A Post rust



A Post repair



Roof repair



Door to Wing Gap

is fine if the door skin has been put on correctly. In my case this was not the case.

So now we are having to adjust so that the door gap looks correct before painting.

The car then was returned home to remove all the final bits before going into the body shop for its fresh coat of paint. In the



Sound deadening Pad



What lay beneath!



Press tool made up

the boot floor. This took a while, but we were really pleased with the result.

So, as we speak the final bits of grinding back welds is in progress and a date four weeks from today is when the car is rebooked into the body shop.

Hopefully I can share this progress with you next month.

In the meantime, stay safe and enjoy the good weather.

Paul

boot area lay two sound deadening pads (not original), and it was spotted that a small bit of corrosion was just on the edge.

I really should have learnt by now, but I investigated to find that water had found its way underneath the pads and eaten away at the boot floor.

Back to work with the car then. This saw us having to manufacture a new press tool to form the panel shape of



Pressed panel fitted

ACCLAIM All MODELS

GRAHAM ROBERTSON acclaim@tssc.org.uk

Acclaim vs Dolomite

Hope you're all surviving the lockdown and taking the opportunity to give your Acclaims some TLC.

I've been busy with my new project, a Mk1 CD, but more about that in a later edition. In the mean time there was a prospective buyer pondering over his next classic Triumph purchase, an Acclaim or a Dolomite? This prompted **Anthony Eastwood** to do a very good review through his experience of owning both models. Anthony has kindly enhanced his review for the Courier! Over to Anthony:

A Triumph Showdown – Dolomite vs Acclaim!

A comparison of the Triumph Dolomite with it's successor, the infamous "not a real Triumph" Honda based Acclaim. From the perspective of somebody who has used both models (a '77 Dolly 1300, '76 1850HL and an '83 Acclaim L) as daily transport over the last decade.

Interior and Comfort

Both models are lightweight and easy to drive, steering is light and direct (no PAS but on 155/80/13 tyres you'll not need it!), brakes are progressive and reliable (front disc, rear drum), clutches are practically feather-weight (hydraulic on a Dolly, cable on an Acclaim).

Personally I find the Acclaim to



feel slightly roomier on the inside and have better seats but it is a bit crashy over rough ground compared to a Dolomite. It does have limited headroom though, not a bother for me at 5'7 but I had a passenger who was 6'2, most of that being made up in torso,

wearing although the interior can feel a bit bland in a distinctly 1980s Japanese fashion. Dolomites feel far more like a "classic" car. Very little in a 1979 Dolly would feel out of place in a late 1960s car and the wood dash and chunky controls are fantastically charm-



and his head was touching the headlining... Both cars are narrow and the driver may find themselves getting friendly with the passenger's thigh when going for a gear change if not careful...

The Acclaim comes with more toys, as expected of a newer car and the materials are hard

ing, although the bri-nylon seating can deteriorate and fit and finish can be very...

...British Leyland.

Performance

The Acclaim is quick enough that you never feel like a rolling roadblock but they aren't fast by any stretch of the imagina-



tion when compared to new cars. They are fast off the line up to about 40mph and then I find they loose a lot of oomph, you'll find yourself enraged by people in modern turbo diesels who dawdle along motorway sliproads at 40mph and then charge off at warp speed leaving you with no road to gain speed before merging.

They're most at home on A and B roads where you can make the most of the crisp gear change and throaty induction noise under heavy acceleration. I always take the mountain roads to visit my parent's in the Cairngorms, they're narrow twisty roads, lots of 2nd and 3rd gear and hitting the redline while never exceeding 50mph.

I find motorway work tiring, 70mph is 3,500rpm in top gear which can be a bit buzzy. On steeper gradients 4th gear may be required to maintain speed as 5th is a considerable overdrive. This lack of torque becomes more pronounced in a fully loaded car, although that may be made more noticeable by the fact the car usually does such a good job of punching above it's 1.3 litre twin carb weight while returning an easy 35-45mpg!

It's hard to compare to a Dolomite as they have a few engine choices, if you go for a

1300 take all of my complaints from above and then double the severity... The little OHV really needs to be revved to get it's best performance but it's overhead valves and tappety nature can make this feel a bit cruel. It's also under-geared for motorway work with 70mph being a noisy 4,500rpm in 4th that the car will happily maintain all day long but at the expense of your hearing. An 1850 is pretty quick, and torquey in a fashion the Acclaim just can't compete with. It also feels nicer to rev than the OHV Dolomites and has a much more sporty nature. On the flipside economy can easily plummet to 20mpg if you drive it hard and you'll have one eye permanently fixed at the temp gauge...

The OHC engines have a well deserved reputation for running hot and warping the alloy head isn't worth thinking about... 70mph is still 4,000rpm if you don't have an overdrive gearbox but being able to use a less throttle to maintain it does make it feel less relaxed.

A 1500cc Dolomite would likely fall somewhere in-between the 1300 and 1850 in terms of performance with it's greater levels of torque although this seemingly comes at the cost of it being less happy to rev, sadly I've never had the opportunity to try one. The Dolomite Sprint is really a different beast altogether and this is reflected in the values with a Sprint being twice that of a lower spec Dolomite or Acclaim of comparable condition, so it would be unfair to compare them directly.

Handling

The Acclaim handles... Fine.

If you are really pressing on it'll just understeer, but you'll know it's reaching it's limit long before you get there. It's very neutral although the front wheels can end up scrabbling for grip if the throttle is used judiciously.

I find the Dolomite to be a more fun car to throw about, it feels very progressive and balanced. I can put my Dolly 1300 through a corner and know exactly what it's going to do, it just feels pleasant and predictable

On the flipside rwd is unkind to the inexperienced once you give it any sort of power. I put my 1850 through a fence backwards within 2 weeks of purchase... Although this is potentially more due to my being young and stupid rather than anything specific to the Dolomite compared to any other rwd car of the era...

Reliability

In theory a well maintained example of either car shouldn't cause much concern... In reality an Acclaim will run circles around a Dolomite while laughing about the fact it needs to be serviced twice as often and STILL breaks down...

The engines and gearboxes for the Acclaim were shipped in pre-assembled from Japan (with the rest of the car assembled in the UK) and the design tolerances and build quality are really excellent with engines happily doing over 150,000 miles without any major work and shrugging off hard use and neglect with aplomb. The only part I've needed to replace on my Acclaim in my 3 years of driving it daily is a single wheel cylinder.

Aside from that I service it every 6-7k miles (probably overkill) and that's all, it just goes. I can even put 10w40 oil in it and it doesn't all vanish instantly!

The Dolomite's engines choices are older and feel it. Despite appearing to be have been well cared for by it's first owner for over 30 years my Dolly 1300's engine was completely worn out when I bought it, having done (1)24,000 miles and it was plagued by a myriad of other issues. Leaving work at the end of a shift to find that your clutch hydraulics and starter motor solenoid have simultaneously failed leaving you with a car that has to be push started but also can't get into 1st gear from neutral unless not running was undesirable and the drive home was... An experience...

My 1850 largely ran well but I had repeated issues with the cooling system, the pump, the thermostat, the really annoying pipe between the two which went through the inlet manifold which always leaked and was hellish to access. The gearbox was also worn out at 90,000 miles and everything that could leak oil did so with great enthusiasm.

Parts supply is much better for the Dolomite in almost every respect with most things you'd need to keep one healthy available brand new from multiple suppliers. It can be quite irritating on the rare occasions when the Acclaim does need something and it's a case of asking fellow owners and trawling eBay for cars being broken up as almost nobody stocks parts and body panels are practically extinct...

Conclusion

Despite one directly succeeding the other, being similar sizes and, on paper, not being massively dissimilar in many ways the Acclaim and Dolomite feel very different.

The Dolomite is a very traditional feeling "classic car" experience featuring all the weekend garage tinkering and utterly un-modern driving feel you would expect. I may have been a bit harsh on them, especially as my own examples have been distinctly "bottom of the market" examples and I am both lacking in decent storage facilities and penniless (all the more so for owning old cars). However I do think the Acclaim is a better form of transport and is a shining example of the sort of Japanese car BL were

struggling to compete against in the late 1970s.

Where the Dolly has oodles of charm and character the Acclaim has relentless reliability and sensible design, while not being without it's own quirks (the dashboard coin tray, unexpected induction growl and very 1980s clock designs for example) it does seem to lose something in contrast to it's sheer ability.

My Dolomite 1300 is a "forever car", if I ever sell it then it'll only be because I'm in severe troubles, as the weekend hobby car it makes perfect sense. the Acclaim is potentially up for replacement, possibly by a Volvo 740 estate for the greater torque and load lugging abilities (I'll miss 38mpg though)...

However I really don't want to get rid of it, it's such a good car. Despite being 35 years old, battling around the Glasgow motorway network every day and spending it's nights sat on the street outside my flat it al-



ways starts on the first turn of the key and requires nothing but the odd polish and annual tickle with the welder while still being entirely distinct from modern motoring.

I'm hoping I can donate it to my girlfriend when she learns to drive so I don't have to part with it...

Anthony

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Grant's Herald 13/60

Sorry that I have missed an article or two recently, I have a management role within the adults with additional support needs sector so the covid crisis has kept me rather busy but hopefully we are starting to see a light at the end of the tunnel! I look forward to catching up with many of you as soon as is safely possible.

This month's article comes from a new member of the TSSC, 26 year old **Grant**. Grant has recently become the proud owner of a Triumph Herald 13/60 and this is his story.

Alyson

"My name is Grant, I am 26 years old and I am from Telford in Shropshire. I was recently given the chance to own an amazing and characteristic classic car and I love it! I have had a passion for cars for as long as I can remember. I have always worked on my own cars but this will be my first chance to work on a classic car. Classic car ownership has always seemed like an impossible idea due to

the purchase price for a decent classic and the running costs but I am thrilled to say that the dream has recently come true for me.

The previous owner of my Herald was my stepdad Kev, some of you may know him from as a member of the Triumph Sports Six Club. I have to give him most of the credit for restoring the car and taking care of it which allowed me to buy it from him in good condition. Kev did a lot of work to the Herald on the interior and he also set the carb, I am now reaping the rewards for his hard work. I did of course assist Kev in some of the work on the car however I was not overly involved at the time as it was not my car to restore.

I went to Wales with Kev in June 2019 to collect the Herald, I had seen photo's of the car but I never imagined how I

would feel when I saw her, it was love at first sight! I followed the car home from Wales to Telford and could not believe how beautiful these classic cars can be! We then had a family day out to a car show, myself and my wife Caroline along with our two children, Kev and my mum spent the day admiring all variety of classic cars and that's when it happened... I caught the classic car bug!! My mind was made up, I needed to buy myself a classic car but the practicalities of this worried me, how would I afford it?

I already had 2 young children and a daily runner, could I stretch to buying for a classic? I put my dream on hold for a while and focused on my family and on helping Kev with his Triumph Herald when I could. On the 25th of May 2020 I received a text from my mum asking me to phone Kev so I did, and what a phone call that turned out to be! Kev said that he was planning to sell the Herald but knew how much I loved it and





" certainly affordable for most young people "

wanted to give me first refusal. Again I was torn, I knew the car was my dream but I had a family and the additional costs to consider, insurance probably being the most expensive consideration. I agreed to pop over to see my mum and Kev with the aim of taking the Herald for a test drive. Kev spent time showing me which switch/button was which and what they did, it was a little confusing at first but I understood this wasn't a modern car I was dealing with now, it was a classic and I would enjoy learning how to drive it. So it was time, I turned the key, got the

car into gear and off we went.

I was blown away and questioned why it had taken me months to get into the driving seat of the Herald. I loved the car, I loved the character of it, I loved that I was driving a car with a real history and I loved that people took notice of it when we drove down a street, I was well and truly in my element! It was such a lovely relaxing drive I felt very comfortable with it, I did stall it a couple of times but I doubt there's anyone who hasn't done that before.

So after my days of questions, considering and waiting I took the leap and am now the proud owner of my lovely Herald.

My daily driving car is a Ford Mondeo Mk4 2009, however since owning the Herald I have discovered the Ford, I love driving a classic and words cannot explain what it's like!

If you are a young

person like myself and are thinking about buying a Herald 13/60 or any type of classic car please please go for it!!

The insurance isn't as bad as you might think, I'm 26 and paying £10 a month so certainly affordable for most young people.

Words also cannot describe the feeling of driving a classic car, if you get the chance please take the opportunity to do so, you won't regret it!

It is my hope that one lockdown is over I can get the Herald into some shows and hope to meet some of the readers and fellow enthusiasts there.



So whether it's also on the stand with your classic car or just popping by if you see me please do come and say hi, I will do my best to answer any questions you might have and I hope to ask some questions myself to other knowledgeable Triumph enthusiasts.

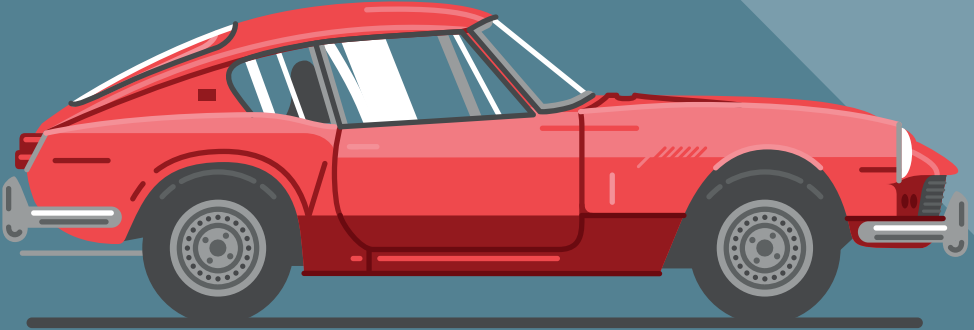
Stay safe everyone, especially at a time like this and hopefully I see you all soon

A big thank you to Alyson for giving me the opportunity to write this article, I am sure there will be many more in the future.

Grant



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The carbs that I was reconditioning had bushes fitted, so after I had removed the butterflies and spindles I removed them and carefully pressed the new bushes in place then reamed them until the spindles were a nice fit with no sign of play, use a hand reamer as these have a slight taper so you can twist the reamer further in until you obtain the perfect fit.

Some carbs have no bushes so it's best to use an adjustable reamer to open up the holes (if there is enough surrounding metal to allow this) until you can lightly press the bushes



Hand reamer



Adjustable reamer



Adjustable Reamer for New Bush

into the bores taking care that you keep both sides perfectly

parallel by using a long reamer to "line ream" both sides of the carb body. With all four bushes fitted and reamed the spindles



Worn Spindle Bush



Reaming New Bush

were inserted and the butterflies fitted and the new screws tightened with the split ends opened up to ensure that they could not come loose after the

ing the "high spots" with a fine needle file until as near a perfect shut is achieved, but this is extreme and don't attempt this unless you are competent to do so, this is why some people chose to remove the poppet

carb body, this is achieved by "snapping the throttle spindle/butterfly shut" with the screws not fully tightened. Ideally there should be no light, but it is not always possible to achieve this, but take the time to get them as good as possible, I have in the past used micrometer blue around the edge of the carb bore to highlight where the areas of the butterflies are preventing them from closing fully then carefully remov-



Filing Spindle Flats

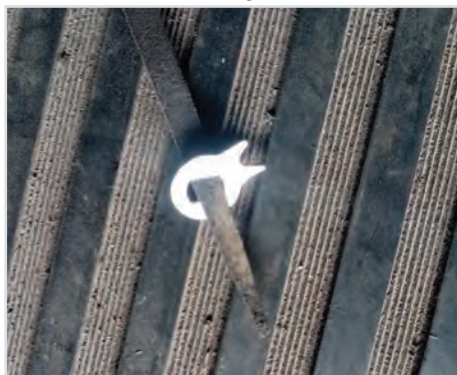
valves from the existing butterflies and blank them off instead of fitting blank butterflies.



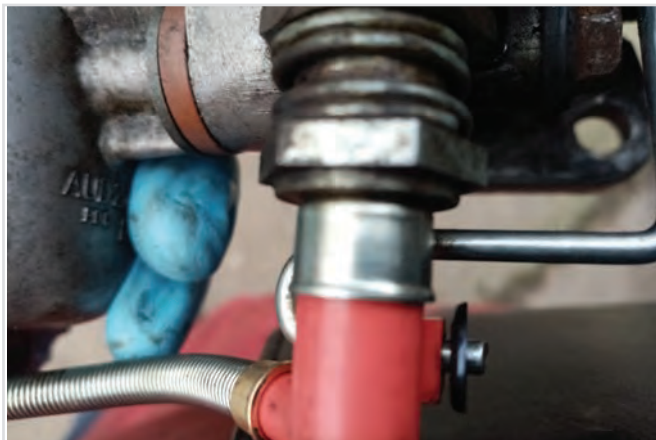
New Butterfly and Spindle Fitted

optimum position of the butterflies was achieved by holding the carb bodies up to a light and adjusting the position of the butterflies until the least amount of light showed between the butterflies and the

The return levers, lost motion levers and return springs were the next parts to be fitted, but they wouldn't fit fully home on the new spindles so I had to carefully file down both sides of the flats until the two levers fitted with no slack. With this carried out on both carbs I had to use a needle file to open up the new locking tab washers before I could fit the retaining nut/linkage receptor tighten it and lock it in place with the new locking tab washer.



Filing Washers to fit



Jet Fully Home

The float bowls were next bolted back on the carb bodies and the new Non Waxstat jets were slid into the bearing and the new replacement "bent rod" jet link arms were fitted. The action of the jet return mechanism was then checked to ensure that the jet clicked FULLY home without any further assistance. Neither jet returned home and it took quite a few times removing and re fitting each link arm after altering the various bends in the arms until the jets finally snapped back to the fully home position, very fiddly and if the kit with the brackets for the jets to be attached to the original Waxstat levers is available for the carbs you are working on, then buy that kit. The jets were then connected to the float bowls.

The pistons, springs and dash-pots were fitted next and the centralisation of the jets was checked by lifting the pistons and ensuring that they both returned to the lowest position on the bridge with a nice click. One did, the other didn't, so with the damper removed and the blunt end of a pencil inserted to hold the piston tight onto the bridge the bearing locking nut was slackened off and retightened. I had to do this twice to acquire the required "click".

The jet heights were then set by screwing the adjusting nuts up until the jets were level with the bridges then back down 2 turns (you can count 12 flats on each nut). This should give a rich mixture which should get a cold (or worn) engine started and when warm you can adjust the jets by screwing them up one flat at a time until the best mixture is achieved. I have, however, found that with the

introduction of ethanol into petrol, I have sometimes had to lower the jets even more in order to get an engine to pull strongly right through the rev range.

The carbs were bolted back onto the manifold using new gaskets and a new heatshield along with the connecting shafts after all the various clamping bolts had been loosened and the motion levers were checked to ensure that they would move on the shafts. The throttle cable and return springs were then connected along with the choke cable ensuring that with both the choke knob fully home and the accelerator cable pulled to its' highest position by the return spring that the respective outer cables were not fully home on their stops but had a modicum of slack.

The throttle and choke lever operating levers on the carb



Jet Height Set

connecting shafts were nipped up ensuring an equal gap between the choke and throttle "lost motion" levers on each carb (I use a 0.0100" feeler gauge. All fuel lines were then

connected. As the car I was working on had a manual prime lever on the fuel pump, I pumped this a few times to get some fuel into the carb float bowls. The engine was then started using the choke until the engine would run without it and then allowed to run until it reached its' operating temperature (thermostat open and the temperature gauge on the dashboard registering).

With the throttle operating levers on the connecting shaft slackened off I used my Crypton Carb balancer to set each mixture screw until the scale indicated an exact amount of air flow on each carb with a tick over of 800rpm (this would reduce slightly when the air filters were fitted later on). The throttle stop screws were then adjusted until they rested on the throttle stop levers and the air flow checked again. Some people have good enough hearing to hold a tube with one end to their ear and the other end at the carb intake and set the balance accordingly, but my hearing is not good so that method is out for me, you can purchase cheap carb balancers, but whenever I have checked a set up that has been balanced with one of these with my Crypton gauge the closest have been 10% out.

If I have ever helped somebody out at an event and did not have my Crypton gauge I have found it far better to balance the carbs by ensuring that the pistons rise and fall in synch when I rev the engine to obtain a decent balance. I set the throttle operating arms with a 0.010" gap to the lost motion lever on each carb using a feeler gauge and re tightened the clamping bolts. After revving the engine a few times to ensure that it "settled down" to the 800rpm tick over I installed the air filters and the tick-over reduced to 7500rpm (if required the tick-over can be adjusted using the throttle stop screws ensuring each screw is adjusted equally).

The owner took the car for a 20 mile run and he returned with a big grin on his face, after which the spark plugs were removed from cylinders 2 & 3 (always used these as they are the 2 closest together cylinders and run at closer temperatures than 1 & 4) and the plugs were a slight too dark brown so both jets were screwed up ½ a flat of the nut (less than ¼ of a turn). The car had run perfectly, no sign of any black exhaust smoke, no hesitation on acceleration and more

power than previously. With the owner taking the car for a quick run after these adjustments he returned with an even bigger grin and another check of number 2 & 3 spark plugs indicated as near a perfect "burn" colour as can be expected. This has always been my favoured way of setting the air/fuel mixture as it a true indicator. A cheap colour tune or similar device will give you a good indication as will a more expensive gas analyser, but these give the measures with the car stationary and an engine under load will perform differently so if you do use one of these methods always check the spark plug burn colour and make adjustments to suit.

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A Special Triumph

Just before lockdown on a trip to Rocketdog Restorations to pick up a water pump for my friends' TR6, I noticed a very familiar registration plate on a wooden storage box that they use to store parts removed from cars that they are restoring.

It was in fact the number of the prototype Stag Saloon that I owned (which caused many



a discussion at the Classic Car Shows I used to take it too) and had reluctantly sold to make room for my Vignale project.

I asked Rocketdog's owner if I could see the car and he gladly obliged. The car was being converted into a Triumph 2000 by its current owner Martin Feltham who had wanted a Triumph 2000, but at the time of purchase, had



not been able to source a good example, he had made



no secret that at some point in the future he would be "converting" the Stag Saloon to a Triumph 2000 (I could totally understand this as a few years ago I had converted a TR5 into a TR4A), the car was also undergoing a full body restoration.

When I had bought the car it was badly in need of being taken back to bare metal as the paint was in poor condition, but I had never got around to carrying this out, the car was too solid to take off the road and a total joy to drive, but even I was surprised when Craig showed me images that he had taken of the

amount of corrosion and bodging that had been hidden by the paint when Craig had taken it to bare metal, however, with George Dawson's welding skills and Craigs' attention (he personally carries out the paintwork and preparation on the Classic Cars that go to Rocketdog), it was resplendent in its primer and top coats and I have to praise Martin for the care he is having lavished on this car.

Bern





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Herald

948/1200/1250

COLIN LINDSAY herald@tssc.org.uk

Curiouser and Curiouser...

I know there's something that lives in my garage - besides me - that is responsible for hiding my sockets and spanners; he's particularly fond of 7/16 for some reason, which is why I never have enough of anything in that size. When he can't steal or hide anything, he'll just mess me about, cause frustration and headscratching, and then take a day off later on when I find that everything goes well and what didn't work yesterday works first time today. I can't explain it.

There I am in the garage, with a beautiful set of Herald front hubs, sandblasted and repainted, complete with new bearings and races, sitting on my shelf, waiting for my early 1200 convertible restoration. Lockdown being in full swing, I've run out of grit for my sandblaster, postage on new bearings is taking an age... so why not just jump the gun slightly and use them on my simultaneous 1967 1200 Estate rebuild instead, and refurbish the orig-

" he's particularly fond of 7/16 for some reason, which is why I never have enough of anything in that size"

inal set later on for use on the other car? Sounds simple and straightforward... so I did. Front suspension complete, springs, vertical links, polybushes and shiny new nylocs all looking superb, a w a i t i n g torqued up as per the book, I attached two shiny brake discs to the hubs, slotted them onto the stub axles and tightened it all up with a few final spins to show how good it all was.

Then I fitted my nicely blasted, repainted and refurbished brake calipers... and they didn't. Fit, that is. No matter how I tried, the caliper fouled on the hubs. And the mounting holes would not line up.



Pic 1.



Pic 2.

I put it down to being an elementary mistake which comes from having too many spare parts from both early and late Heralds.

Heralds originally came with drum brakes as standard, and a skinny little front upright with four holes and a long thin steering link (pic 1). You could get disc brakes as an optional extra, and later as standard, but this required a few modifications. Off came the whole drum brake assembly - backplate, drum, and hydraulic pipes and hoses - which, incidentally, originally came out through the engine side valence, not under, leaving a hole which although now obsolete remained for the production life of the Herald.

The stub axle was replaced and then an adaptor plate was fitted (pic 2) to allow the attachment of a Girling type 12 caliper (pic 3) along with a nice new set

Pic.3.



lovely set of front discs and all of the extra stopping power, and more importantly lack of fade, which they entailed.

We tend to forget that even today there are still fully original Heralds driving happily away on drum brakes, even with the problems of obtaining replacement front shoes and stopping MK1 GT6 owners from stealing their front drums, which are the same as GT6 rears. Made by Qualcast, incidentally - yes, the Lawnmower people - but they're still seen as perfectly good by many owners who are used to predictive braking and sedate speed. For others, with the Herald gaining a bigger engine and, later on, even more horsepower, discs were the preferred weapon of choice, and after a time became standard fitment.

The front vertical link was redesigned (pic 4), to modernise it



Pic 4.



Pic.5.

of front hubs, part number 132425. Along with a master cylinder extension, to hold the extra fluid required, and a few modifications to the pipes and hoses, you now had a

across the range especially on the sporty Spitfire line that used roughly the same components. Now a one-piece casting, it was stronger, with built-in mountings for the caliper, using a new brake disc shield too. The calipers were still the small type 12, but even these were now seen as less than optimum and so in time Triumph adopted the Girling Type 14. A larger caliper with bigger pistons and therefore correspondingly larger pads which gripped a greater area of the disc, it used the same mountings and so Type 12 and Type 14 were almost easily interchangeable (pic 5).

Almost, says I. There I am with two lovely front hubs, blasted

and painted, ready to be fitted to a 1963 Herald. So why not use them on my 1967 Estate and save myself some work? I tried, and... well, they wouldn't fit. Not even close. The estate uses the later vertical links and while, yes, it's a straight fit to the link for the type 14 - same bolt spacing and brake shield as the Type 12 -



Pic.6.

6). Consequently the even larger Type 14 has less clearance - in fact, no clearance at all, and therefore cannot be fitted to an assembly using early hubs.

Later hubs were machined around the circumfer-



Pic.7.

ence of the outer edge to provide the necessary clearance, and if you look at the side profile of both designs, you can see how much metal has been removed. Unchamfered early hubs (pic 7) will accept Type 12s only; later ones, part number 146479, (pic 8) will take both types.

Which left me with a quandary: either fit the refurbished hubs and use Type 12 calipers, which are smaller than intended, or else refurbish another set



Pic.8.

the problem lies in the size of the new caliper. If you look at the photo of the fitted Type 12s, you'll see how little clearance they have against the hub (pic

- which means buying more bearings and races, plus blasting and painting - and use the nicely refurbished pair of Type 14s that I've just finished. I suppose the increased stopping power is preferable these days, so it's more or less a done deal.

Thankfully replacement front hubs are rarely sought after - they don't really wear out - but if you ever need a set, make sure they're correct for your preferred calipers. Of course, you can buy new hubs, or even alloy versions - you can even buy alloy adaptor plates for the calipers too - but the new hubs are usually machined as per the later versions and therefore cause no problems at all, even if, like me, you inadvertently do mix and match.

And so: in taking photos for this article, I refitted the incorrect set of hubs to illustrate the difference in clearance. And both sets of



Pic.9.

calipers fitted. Perfectly. First time. I can't explain it, but I suppose I shouldn't complain if I did the correct thing by accident... and of course, after a quick search, I did find the original early hubs, both sitting there, dusty and rusty, waiting their turn. It must have been the Gremlin's day off. I never found the 7/16 sockets, though.

One other little thing I've noticed, too - the quality of the remanufactured felt oil seals has not improved any. Weren't we told, quite a few years back now, that it was just a bad batch circulating? They've circulated a long time, then, are still bigger than the originals (pic 9) and even after battering the whatevers out of one with a hammer and drift to make it fit, it then disgraced itself by jumping out again once the hub was removed. It was soon filed under 'bin' and an original Unipart version used, which slotted in first time under light finger pressure. Unipart part number is GHS110, or Payen NA988,



Pic.10

(pic 10) and for about £2 well worth the peace of mind. There's no advice I can give you re fitting; some work, some don't, but the early originals work just that little bit better. I think I cheated before now by gluing new felt into an old outer... needs must! See you next month, keep safe, and here's to getting out on the road again.

Colin



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TR7

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Recon steering rack (exchange)	£75.00
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Front lower ball joint GSJ154	£11.50
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Lower steering shaft TKC1084	£47.50
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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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Wheel cylinders 4-5 speed	£15.00
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Jackshaft 215207	£225.00
Recon starter motor (exchange)	£87.50
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STAG

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Recon Brake Callipers (exchange)	£65.00
Caliper seal kit inc pistons	£28.50
Set brake pads	£13.50 set
Recon brake master cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
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Stag Mk II Rostyle wheel trims	£100.00 set

TR6

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Sills non original. 903097/8	£65.00
Sills O.E. 903097/8	£103.00
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Bonnet hinge pivot box RK3C62/3	£72.00
Chassis front gusset 2185267/7	£19.50
Bonnet hinge tube L/H-R/H 911107/8	£75.00
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Rear wing front repair panel	£30.00
Rear wing rear repair panel	£32.50
Rear lamp panel 716182	£275.00
Rear valance 908970	£115.00
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Boot lid 911327	£650.00
Rear inner wheel arch 725563/4	£215.00
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GT6

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Recon (exchange) water pump GWP201	£29.50
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Gearbox (exchange)	£425.00
Recon exchange D Type O/D	£450.00
Clutch kit	£80.00
Front suspension vertical link	£145.00
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Clutch kit	£80.00
Recon (exchange) water pump GWP201	£29.50
Rear wheel bearing kit	£19.50
Rear shock absorber	£20.00
Recon exchange brake caliper	£65.00
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Brake shoes Mk II (axle set) GBS803	£19.50
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Gearbox exchange 1300/1500/18/50	£425.00
Gearbox exchange 18/50 3 rail	£425.00
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Track rod end	£9.50
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Adding Intermittent Wipers

I have a 2 speed wiper motor switch fitted in my Herald, but as we all know our cars on have a single speed motor. I mentioned in last month article that I had used the spare position on the switch to install intermittent wipers. As I received a couple of enquiries about how I done this I thought it would be useful to refresh your memories with the articles I wrote previously, so here goes.

Intermittent Wipers (Part 1)

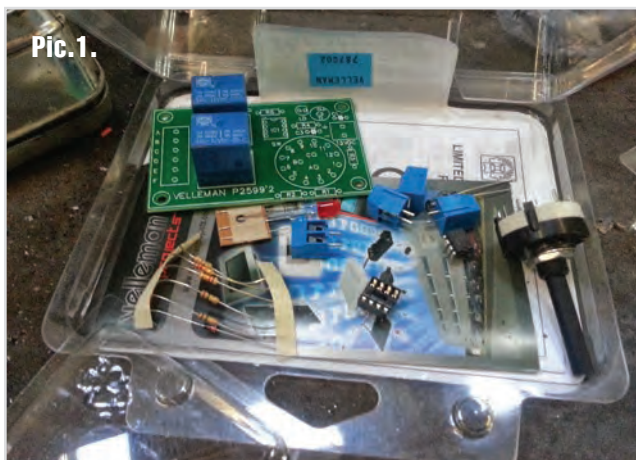
First Published 2013

Many years ago I had to replace the windscreen wiper switch on the Herald, at the

**" After a little
Googling I found what
seemed ideal being
sold by Maplin, "**

time only the two speed ones were available, meaning I had two 'off' positions as the motor is single speed, which was a minor irritation. I had also longed for something a little more than just on or off so I looked at adding an intermittent option. After a little Googling I found what seemed ideal being sold by Maplin, it was under £9.00, so I ordered it.

When it arrived I initially thought they'd sent me the wrong thing, but that was because I hadn't read the details properly and it actually arrives



in kit form (Pic 1), that's why it was so cheap.....

This was my first time soldering together a printed circuit board, but despite the less than clear instructions it went together pretty easily. The timer switch in the kit is meant to be soldered direct to the board, but this would create some issues with mounting it, so I chose to add lengths of cable between the two. If I were to



do it again I'd use thinner cable and double the length, as it's 15 cables it becomes quite thick when all together (Pic2).

Once all together you can test to see if it works but running a

live feed & earth to it and switch to one of the three 'On' positions. The LED is alight when off, then goes out when the relay switches on, so you can see the time delays before wiring up to your wiper motor.

I fitted the board in a project box, unfortunately there wasn't any the correct size so I



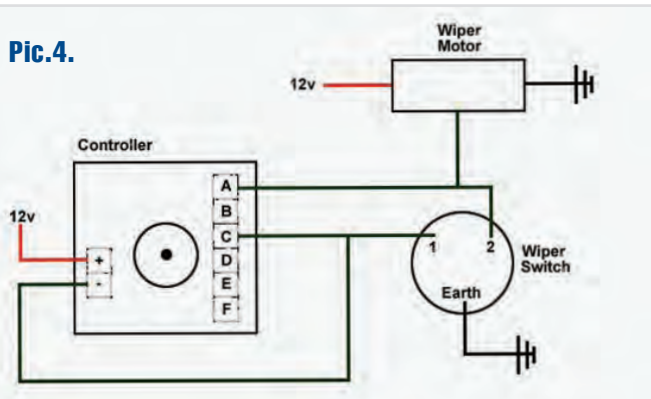
chopped an oversize one down a bit. The end result is chunky and ugly, but as it goes up behind the dash it didn't really matter too much.

The switch to control the timer I fitted to a temporary home made mount just below the main wiper switch (Pic 3).

The single speed wiper motors fitted to our cars have a constant live and are earthed via the switch on the dash, plus they have a direct earth to allow the motor to park when the earth is broken at the switch when you turn it off.

I wanted to wire the controller so it operated on the vacant 'On' position of the main wiper switch, rather than having to turn on via the switch on the board, I only wanted to touch this when selecting

Pic.4.



the delay of the wipers. This would mean the main switch operated Off-On Intermittent-On Constant.

The diagram (Pic 4) shows how this was done initially. The power is a fused 5amp ignition feed, the earth is via the main switch on the previously unused connection, this means the relay on the controller only operates when the switch is at its first 'On' position. The relay switches between connection A & C, so the same earth spurs off and goes in to connection C, out through A and then joins the original earth connection from the motor to the switch.

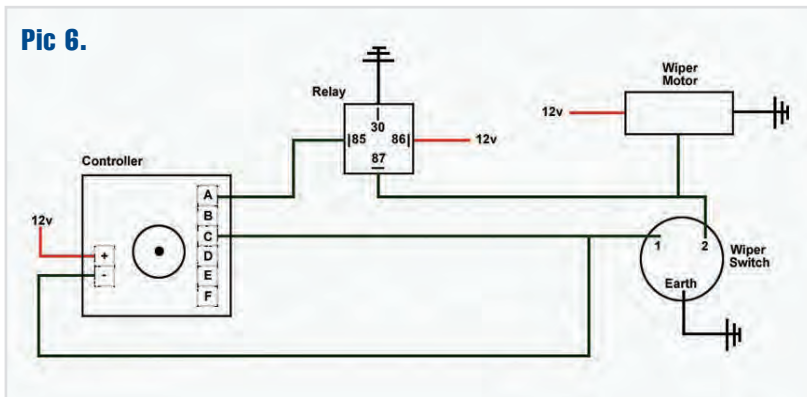
This worked fine for a couple of days, but then the relay on the board stopped switching. To be honest I was warned by someone else this may happen, as the load from the motor is potentially too great for the on board relay. Kit number two arrived, not wanting to build the whole board again I started swapping the components I suspected as no longer working, after changing the relay to no effect, I swapped an integrated circuit and we were back in business.



If you've ever wondered how you un-solder something, you can either heat up the solder and use a wick to soak it up or use a sucker (Pic 5). I chose the sucker, £4.00 of EBay and it worked a treat. Just heat up the joint, prime the sucker and place on the molten solder and then push the button, job done.

This time I wired in the controller using a stan-

Pic 6.



in that it provided variable delays to the sweep of the wipers, but I was too lazy to build another and there was no mistaking it was a big ugly box behind the dash. Nobody could see it, but I knew it was there so de-

ciated on a different route this time. There are several options out there, a similar kit to the Maplin one from:

<https://www.quasarelectronics.co.uk> (cheap, build it yourself kit), or the **SmartScreen** modules that are now sold by the TSSC Club Shop or direct from <http://www.smart-screen.co.uk> (fairly pricey, but look good) or a Timer Delay Relay (Pic 7), I chose the latter as they are relatively cheap to buy.

Intermittent Wipers - Part 2

First Published 2016

Before I go into detail on how to wire in the Timer Delay Relay, I should mention that 13/60's have single speed wipers and switch to match. I have the correct wiper motor, but my switch is for a two speed motor as single speed ones are no longer available and mine died many years ago, therefore I had a spare position on the switch to use. If you have the single speed switch you'll need to find a way to overcome this.



Pic.7.

I bought everything I needed from this website: <http://www.12voltplanet.co.uk/>

Your shopping list needs to contain:

- ◆ Wiper Timer Relay - 5 Sec Delay (P00966)
- ◆ 4 Pin Relay (P00692)
- ◆ Relay Base x 2 (P00708)
- ◆ Blade Terminals with tabs (P00093-10)
- ◆ 11amp Thin Wall Cable for:
 - Earth (Black)
 - Live from Ignition (White)
 - Switch to Wiper Motor (Black/Green)

You should also make yourself aware of how these Lucas Wiper Motors are wired up.

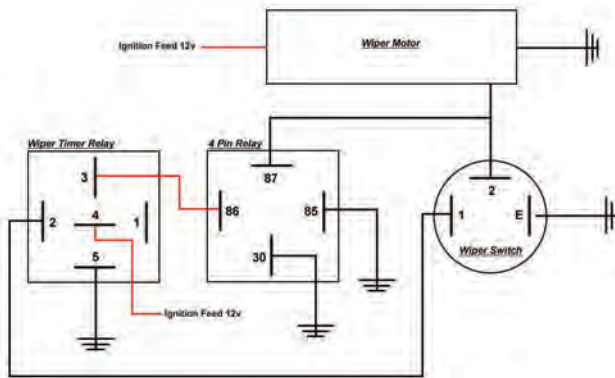
They have an ignition fed unswitched positive to the motor, a switched earth through your dash switch and another earth for the self parking.

The fact these are switched on the negative side and not positive is relevant as the Timer Relay can only switch a positive circuit, and this is why a standard 4 Pin Relay is also needed as these can switch either way.

The Timer Relay has 5 connections numbered 1-5, but you only need to use 2-5, No.1 is unused.
You need to wire as follows (Pic 8):

Pic 8.

Wiring for the Nagares TLM 5/12 12v Wiper Relay into a Triumph Herald 13/60



- 2. To Wiper Motor Switch on the Dash**
- 3. To Terminal 86 on your 4 Pin Relay**
- 4. 12v Ignition Feed (10amp fused)**
- 5. Earth**

The 4 Pin Relay should be wired as follows:

30. Earth

85. Earth

86. From Terminal 3 on Timer Relay

87. To the existing Black/Green wire from the Wiper Switch to Wiper Motor

They say a picture paints a thousand words, so here it is as a diagram:

The only niggle I have with this set-up is that the pulse on the Timer Relay is a bit too short, and on my wiper motor the first sweep stalls almost immediately but then works absolutely fine thereafter. Alternatively if you switch it to the on position, then back to intermittent it works great from the off.

Despite this niggle, it's a neat

and tiny solution.

I hope you found the above useful..

Stay safe & see you next month.

Darren

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



...If it's important to you, it's important to us.

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Spitfire Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org.

Spitfire - In BROWN?

Being a bit low on inspiration for these pages this month I went onto 'a well-known auction site' (are there any other viable auction sites? – ebid having never really taken off and Yahoo auctions closing their doors many years ago) and found a couple of early cars on there, ranging from: A rear shunted Mk3 Spitfire, (www.ebay.co.uk/itm/12420869)

Spitfire4 (www.ebay.co.uk/itm/303585504458) which, rather unusually, was apparently changed in the 1970s from blue to a much more modern colour - Brown.

I never have been able to understand the thinking behind



Triumph having not just one shade of Brown available in the Spitfire range, but several.



A nice unobtrusive shade of Brown on a big saloon, fine, but on a sporty little number like the Spitfire?

What were they thinking?

If you didn't already know, you can easily pick up the basic info on a car from the DVLA's website at www.gov.uk/check-vehicle-tax from the registration



0168) it looks like it will take more than a bit of work to get it back on the road.

number, although sometimes it will not show anything if that number is no longer on their database, or alternatively, may still be sitting there many years after a car has ceased to exist if the last owner omitted to inform DVLA.

To a very tidy looking 1964
38



Copenhagen, is also a Triumph nut, as is his son. Between them they have restored two MK3 Spits and a Triumph 2000.

Anyway, my brother has been invaluable throughout the years as a Spit resto consultant. Back in November, he offered to come over and help me on the big hood job. He and his son had already done the two of their own, and helped on quite a few others in his club. Needless to say, I jumped at the chance, and my new hood was duly in-

stalled. Just remember to make sure you put the right number in – I got a shock when I looked up the white Spitfire above and found it described as a David Brown diesel tractor – then realised I'd put one digit in wrong.

You can also look up a car's MoT history at www.gov.uk/check-mot-history. Of course, with many classics no longer requiring a test any information here may be old or at best sparse. I do believe, however, that it is still good practice to have an MoT test done on our classics. Legally any car driven on the road does need to meet safety standards so why not get an independent test done, and even if you are a good and competent mechanic, a second pair of eyes checking a car over is always a good idea. In the case of the brown Spitfire above it does have a current MoT so any purchaser can be reassured that it has had that inspection.

Just before lockdown I heard from **David Read**, (we had met him and his Mk3 Spitfire at one of the Southern Area Sunday lunches) about a project he had just completed. I wonder if it may help any of you with a similar problem.

"I am almost finished on the VERY long drawn out restoration of Bob, my 1969 MK3. He came pretty much as a 'Bucket of Bits', hence the name.

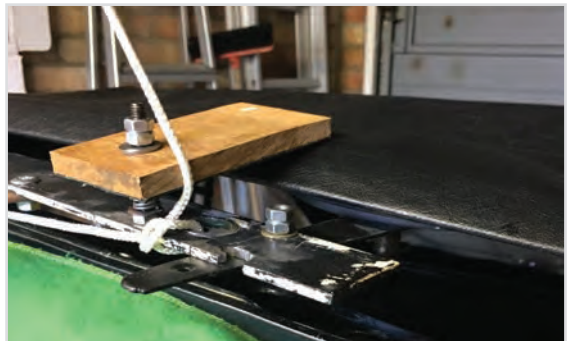
My twin brother, John, who lives in

stalled. Yes, a big effort, definitely not a job for a single pair of hands!

John's target, based on experience, was to go for a very tightly stretched fit all round.

He reckons that all hoods give a little over time, and, are somewhat temperature dependent.

The upshot is that my lovely new hood is a real brute to pull forward into place. My poor arthritic fingers and wrists took a battering every time. So, I developed my



hood erector as shown in the pictures. It has been through a few iterations to improve its operation. It





works a treat, better still, cost nothing to make. I had the small pulley block system

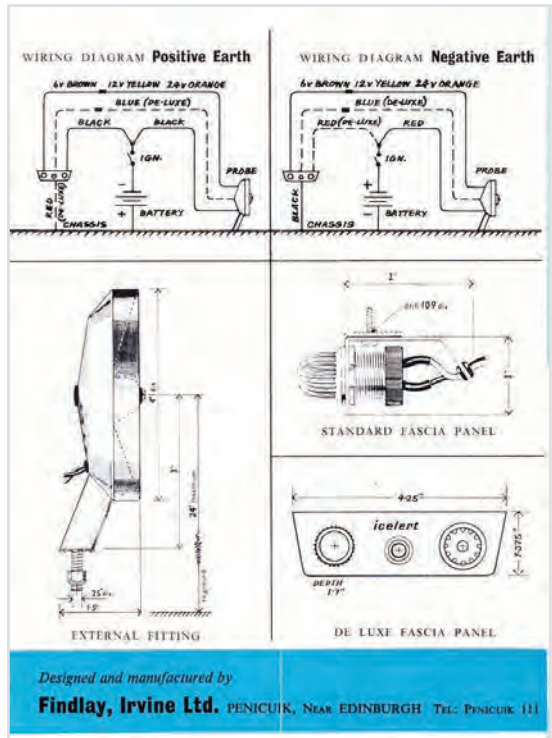


from way back, and there is always scrap metal, wood, nuts and bolts in my garage 'stores'."

David

Otherwise, if the lockdown has encouraged your creativity to blossom, coming up with a novel way to solve a problem with your cars – or anything else. Please do share it with me for these pages. You know I like a good 'odd' story here or there.

One of the accessories fitted to **Clive Wakeman's** Spitfire by the original purchaser when new, which we hope should not be needed this summer, was the '**Ice Alert**'. As you can see, the brochure used



a Herald to show the sensor fitting so easy to envision it useful for an all year round Spitfire.

The brochure notes:

The Ice Alert is:

- **Reliable** - Fully transistorised.
- **Robust** - Printed circuit techniques.
- **Styled** - Enhances the appearance of your car.
- **Guaranteed** - For a period of 12 months.
- **Encapsulated** - Proof against vibration & moisture.
- **Simple to install** - As a fog-light

I'm sure those were all true – although I think 'enhance' might just have been a bit of a stretch.

And finally, just as I was getting ready to send this to Bernie I received a lovely gift, an email from Horst in Germany with something perfectly on my wavelength.

"As a long time member of TSSC I always enjoy reading through the Courier magazine as soon as it arrives in Germany. So I know that you often cover



fit **icelert**

Pat. No. 27134/61

for early warning of ice danger!



STANDARD MODEL £5.17.6 DE LUXE MODEL £7.17.6

What the Expert is saying . . .

"The importance or necessity of having an **icelert** on any vehicle can be hardly overstressed. . . . An essential piece of equipment to any commercial vehicle user who covers more than 10,000 miles per annum."
Mr N. J. Milne, Asst. Press & Public Relations Officer, B.M.C. "Payload"

"The **icelert** provides a valuable warning of road conditions, and if universally fitted, would undoubtedly save many lives."
Secretary, Manufacturers' Agents Association

"The *advance* warning of icing conditions is extremely valuable. I unhesitatingly commend the **icelert** to all vehicle owners as a *major* safety device."
Wm. A. McMaster, A.M.I.M.I., Motoring Correspondent and Rally driver

"Not only did the **icelert** show where things were hazardous but, equally important, where they were safe. Foreknowledge meant that average speeds could be kept as high as safely possible. If used intelligently, the device makes a most definite contribution to the peace of mind of the all-weather rider."
J. Eberell, "The Motor Cycle"

The Icelert is . . .

- Reliable Fully transistorised
- Robust Printed circuit techniques
- Styled Enhances the appearance of your car
- Guaranteed For a period of 12 months
- Encapsulated Proof against vibration and moisture
- Simple to install As a fog-light

De Luxe Model has . . .

- Polished black anodised fascia panel
- Dimming control, important to night drivers
- Test button to check operation

accessories or some odd bits with a Triumph name on them without being car related.

Now I have something to share with you: Scottish single malt whisky. In fact, there is a breed of barley called "Triumph" that has been cultivated and used for malting in the beginning of the 1990s.

See: beerandbrewing.com/dictionary/JhxAGlxvew/
www.scoma.de/cms/whiskywissen/whisky-aus-schottland/herstellung/gerste.html (German language, scroll down) One distillery even put the name of the barley on one of their bottlings: **Glenlivet Nadurra Triumph**.

As a Triumph car owner I needed to own a bottle of this and was lucky that another Whisky enthusiast sold me one of his. There is a large international whisky database, in which (nearly) all types and brands of whisky are listed.



www.whiskybase.com/whiskies/whisky/18777/glenlivet-ndurra-triump

Suzie



STAG

PHIL WILLSON stag@tssc.org.uk

Bulkhead Fire Risk

This month I have to start with an important message from the Stag Owners Club.

If you have recently replaced your bulkhead padding then you should follow this up with your supplier.

PRODUCT SAFETY ALERT

It has come to our notice that a new **ENGINE BAY BULKHEAD SOUND DEADENING PAD (Part No 910905/6)** currently on sale at Rimmer Brothers and possibly available at other suppliers, may carry a serious fire risk.

We have had two reports of these pads catching fire, one resulting in a total loss.

Rimmer Brothers have been made aware of the situation and are currently dealing with their position.

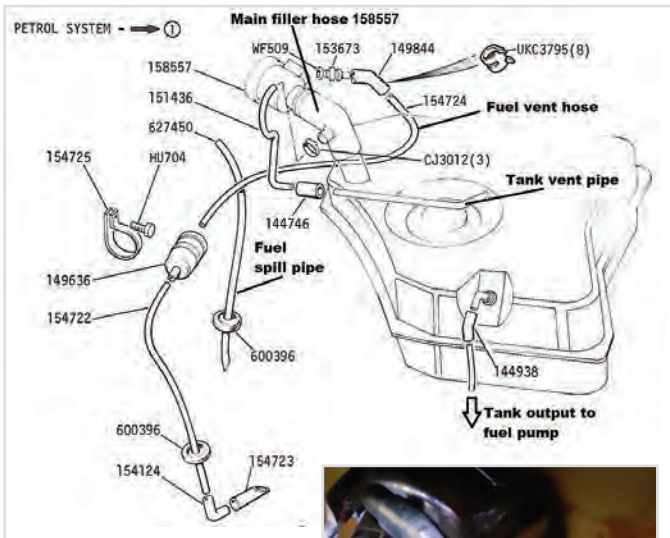
PLEASE BE CAREFUL and check with your supplier if you have one of these new pads.

Best wishes
Stay safe

Lesley Philips
Honorary President
Stag Owners Club

A Breath of Fresh Petrol Fumes

While doing the boot carpets (June 2020 Courier), I noted that the various vents and drains on the fuel filler needed a bit of fettling. There are slight



Pic 1: General arrangement of fuel filler and pipework

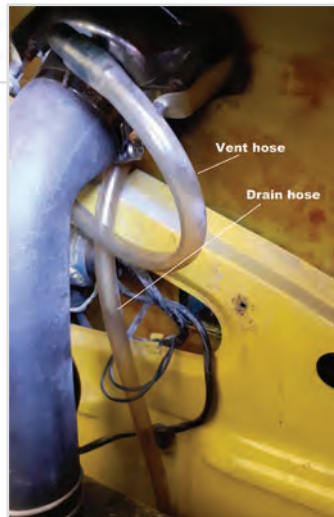
variations in detail according to which year your car was made, but essentially there are 4 hoses. All should be checked to see if they are ok.

The general arrangement is shown in [picture 1](#) although there can be slight variations.

Also, some of the original part numbers have now been superseded.

Firstly is the main filler hose that runs into the tank. This is made of rubber and should be replaced if at all dubious (part number 158557).

Secondly, there is a tank vent pipe that runs either from the side of the above hose or from the body of the filler. This goes



Pic 2: Fuel spill hose and vent hose

to a breather on top of the tank, adjacent to the fuel gauge sender. Again, check it for soundness and replace any

parts that are in a poor state, particularly any joiners that should now be ethanol proof (R9 or R14). Then there are 2 PVC hoses. The fuel spill pipe comes out of the bottom of the filler neck (See photo 2) to drain any excess fuel that you may have spilled when refilling or for any rain water that may have got in around the filler cap. This vents to atmosphere behind the wheel arch, behind the right hand drive shaft. To check this is clear, the simplest way is to dribble a tiny bit of water into the hole at the top end, behind the filler cap. This water should run straight through and appear under the car. If it doesn't then the hose is blocked and you should try clearing it. Mine was OK.

Then there is a PVC vent hose that runs from near the top of the filler unit via a fuel filter and comes out under the boot floor. Again, this needs to be clear.

then there's nothing for it but to remove the tank, unfortunately. TSSC member **Derek Brockwell** tells me that he had fuel smell issues in the boot which were caused by damaged hoses but the new ones from Robsport (and



Pic 4: Correct filter mounting and un-kinked pipe

they may be the same from other suppliers) were thicker than the originals so the tank would not sit back down fully without squashing the hoses. He solved the problem by raising the tank by about 6mm (there is just enough room under the boot boards) which allowed the hoses to be free. He found he could then blow through the new pipes with no problem, so the issue has been solved and there is no more fuel odour in the boot.



Pic 3: Kink in vent pipe, stale fuel and incorrectly mounted filter

On my car the vent hose had three problems. It was blocked at the bottom end, so I simply cut off a very small length and then put a tie wrap around it to prevent it going back into the boot. Secondly there was a kink in the vent pipe (photo 3) just after the filter but I was able to get away with cutting the bad part off and joining it to the new filter output pipe. Finally there was some stale fuel sitting in the low point of the hose which had obviously been there for some time. So, all things considered, this bit of the system just wasn't functioning at all. Coupled with mounting the new filter correctly, the pipe now runs properly. (photo 4)

If either of the PVC pipes requires replacement



Photo 5: Tank output pipe (to pump) with new piece of R14 hose.

Brake light testing tool



Pic 6: Brake light testing tool in use

Do you always get assistance when checking your brake lights? With this new wonder tool - a 26 inch length of copper pipe between the seat runner and the pedal – you can hold the pedal down

while checking the lights yourself. Why didn't I think of that years ago? It's too late to make my fortune now so I hereby relinquish any patent rights to the world.

Update on the new temperature gauge

(Courier, May 2020)

It has failed. So I'm returning the car to its original electrical unit and will be returning the gauge to Smiths (aka Caerbont).

Very disappointed.

And finally



Pic 7: My Classic Mat

I hope you like my new mousemat from snapfish.co.uk

Happy Staggering if you are able.

Phil



Have you checked Yours?

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

e-mail. clubshop@tssc.org.uk

Ethanol Proof Fuel Hose

GFH1025X Ethanol Proof Hose

Gates Barricade Hose - 1/4" & 5/16"

£10.00 for Half Metre of each size.

P&P 0.5Kg

Stainless Hose Clips 0.76p Each.



PRACTICAL CLASSICS JULY ISSUE ON SALE NOW!



We celebrate the key workers who have been so critical in the current climate, by meeting them and the classics that they look after in their spare time. Heroes, one and all. Plus, **Matt George** sources a replacement cylinderhead for his TR6 and **Nigel Clark** gets to the bottom of a series of leaks on his Spitfire MkIII project.



ALSO AVAILABLE DIGITALLY





BOND EQUIPE

GUY SINGLETON bond@tssc.org.uk

Blue, Quartz Blue....

With the slight reduction in the restrictions, one can get the cars out and about a bit more, but so far as we are concerned, this has been restricted to the odd shopping trip and visit to the Post Office – No trips to the beach, or queuing for Ikea or MacDonald's - one wonders if common sense has been bred out of people. It seems daft to put oneself and family at risk - anyway that gripe over, let's be positive and enjoy the sunshine and our cars.

One person who has started a major project recently is **Dean Baxter** who has just bought a 1966 4s. He has already started to strip it down ready for re-building. I was able to let him have an extract from the Bond



factory register which showed that the car was road tested on 16th November 1966 and was originally Quartz Blue. That was not a colour I was aware of – it shows that you never know everything. It turns out the colour had been introduced as a factory colour in October 1966, officially replacing Wedgewood in their standard colour range, and this was the third car painted in that colour.

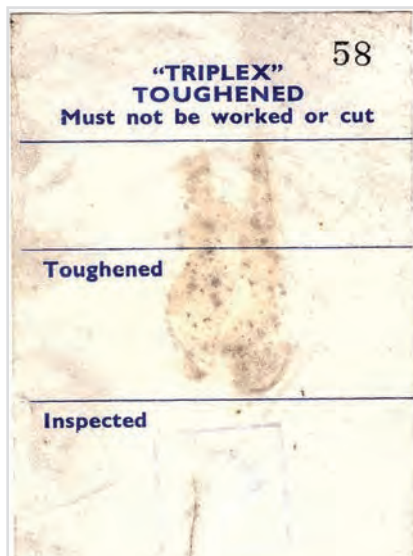
Dean is looking for the paint code if anyone knows it,



otherwise he will have to get the paint match from some original part of the car.

As you can see he has his work cut out, but great to see another car being restored – and even better, it was a car I was not previously aware of.

I have finally made some real progress with my Convertible, and have managed a job I was putting off - installing the windscreen. I had saved one new screen for the car, from the few I acquired some years ago and, following advice I had received and passed on to others over the years, bought a Dolomite screen rubber. Interestingly I had been told that it was possibly slightly short, in fact I found it was a bit long so, as I had found a length of screen rubber in my stores, I used that rather than cut down the Dolomite one.

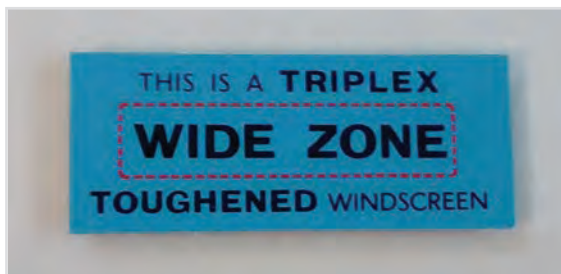


As a sidebar, when I got the windscreen out of the far corner of the garage where it's been hibernating for years, I noticed a couple of nice period touches. There was a small slip of paper attached to it noting it as a Triplex toughened screen, saying **'Must not be worked or cut'** and also, bearing in mind our other interest with Classic Reproductions, there is a Triplex sticker on it we hadn't seen before, Triplex Wide zone.



I had some help from a neighbour – social distancing either side of the screen - and it went in reasonably easily, using the string method, being pushed in from the outside and gently easing the string out around the frame to flip the rubber seal over the lip in the frame.

I have also now got the interior refitted.





The dashboard in the car was very non-standard, several other gauges having been fitted, so I've taken the opportunity to fit a standard one I had in the seemingly bottomless pit of spares called 'my garage'.

In order to include the additional gauges I wanted, but without cutting into the original dash, I installed a voltmeter an oil pressure gauge and a 12 volt socket in the centre console, where the speaker grille had been. Being tired of having a bundle of wires connecting the console to the car, I decided to use the sockets used in the Triumph original looms – there is an 8 pin socket which links the front and rear looms, and having spares of these I used a pair so that I can now easily remove the centre console as required.

I heard recently from **John Dix**, who has been



restoring a 2 Litre Convertible. I had let him have some parts a few years ago, and he called to let me know that, despite a number of health issues he has now finished the restoration – it certainly looks good - another Bahama Yellow Convertible hits the road!

A bit of advice – listen to your wife – I know we all know that we should do and of course we do. Suzie had been on at me to tidy the car up from its previous incarnation. I have been doing as asked and tucked away all the dangly wires under the dashboard that she's been muttering at me about over the years.

Also, many years ago I bought a powder coated heater box from **Bruce Pilborough**, my



predecessor as Bond Secretary. I was going to use it on a different project but didn't and, as there is no rush to get the car finished, and bearing Suzie's comments in mind, I decided to replace the heater box to tidy up that area



under the bonnet, and when doing so discovered that the brake pipe which ran under the heater box had obviously been rubbing against the box over many years and needed replace-



but in pride of place behind the Lancias is the **BOND stand** – you can just see an Equipe 4s roof (just below and to the left of the Pontiac sign).

Guy

ment – an accident waiting to happen and, thanks to Suzie, avoided!

Talking of previous Bond Reg Secs I had a very pleasant surprise the other day when **Peter Jacklin** rang. His neighbour's son had recently acquired a GT6 and joined the TSSC, he showed Peter a copy of the Courier and he recognised my name and decided to give me a call – he sends his regards to all Equipe owners.

And finally, I had a letter from **Martin Brown** from Gloucester, who sent me a photo he had found in a Junk Shop, which was obviously taken to feature Lancia at a 1965 Motor Show,



TRIUMPH

BIG SALOONS

CARL SWANSON saloons@tssc.org.uk

A New Addition...

Hello, hope this edition of the Courier finds you and yours as well as can be under these most challenging of times.

On brighter news, we welcomed a new addition to the fleet. A 1972 Spitfire Mk4. Indeed, your eyes are not deceiving you, a Spitfire for the Big saloon register secretary! I was looking for a additional vehicle and many came up for 'discussion' and the Spitfire won out! I have owned two before, one when I was 18, and one back in 2005.

It was a friend of a friend type thing that it came into view.



This is me in my Spitfire at 18 years old!

This is the new addition.



**" Its rough in places,
rougher in others,
but structurally
sound, "**





markable and much more than my memory insisted it would be!

Anyway, back to the subject this is for! Earlier this year, I tried to recreate the Concorde advertisement that used the big saloon. The full page advert was kindly added (thanks again Bernie) and was great to see. A few weeks ago

I found this on line and although no attempt to recreate it, its still another great advert by the marketing team at Triumph / BL..

I have explained to the big saloon he is not being replaced, but a new Triumph friend he can talk to!

so has been giving me some practice on my limited spraying skills! I was moving them both round and took each on a run to pick up essentials. I can't quite believe these two cars were on sale at the same time at a Triumph dealer! Those Triumph engineers really knew their customers requirements at this point. They are so very different, its really quite re-



**There's no carb like no carb.
The Triumph 2.5 PI is the only British saloon
with petrol injection.**



The Triumph 2.5 P.I. borrows the carburettor — by not having one.
Instead, it has petrol injection. A precision metering and distribution system which feeds fuel down into each intake port.
The fuel comes out with carburettors are clogged; the accuracy of supply is superior. (That's why racing cars have petrol injection.)
Many sports cars find the Triumph 2.5 P.I. leaves them standing, 0-60 in 7.1 seconds. In top, 0-60 in 10.5 seconds.
When you pour on the power, the petrol-injected, six cylinder engine rips smoothly and

hushed. And so does the ride.

In performance, both inter-city and in-the-city, is incomparable. On straight and corners, you switch along at 110 as easily and easily as at 70. And all in exceptional comfort. Fully enclosing front seats, adjustable steering column, all controls are at finger's command. Cyclability is broad-based 'flex' which is perfect, expanded P.V.C. And sound independent suspension means that you're not disturbed by things that go bump in the road.
And not only the proudest owner but everyone else, on the Triumph 2.5 P.I. you also get over 100 standard equipment.



Triumph Motors - British Leyland UK Limited
Country, Telephone: 019 721111
Individual cars for individuals.

Also on line as of early June was this rare beast from New Zealand.

You need to look closely to see the difference.

Two doors are missing!!

It was being sold on eBay and was attaching a lot of attention as from the advert, it was on display at the NEC some years ago.

A unique model.

I found a great link which shows the history of Triumph built vehicles in New Zealand.

https://photoneews.org.nz/nelson/issue/NPN67_19660528/t1-body-d24.html

Rescued Pi

I was most pleased to receive a email form **Jake Barnes**. Jake kindly sent in his first article about rescuing CPH, the Pi.

Here is his further report. Many thanks Jake.

2019 a year with CPE250H.

I bought this car in bits in mid-2018, as a winter project. A Laurel green 1970 Triumph 2.5Pi saloon, I started work on it when the clocks went



Ready for the off!

back at the end of 2018 and "finished" it when the clocks went forwards to British Summer Time for 2019. I wrote about "restoring" the car previously in the *Courier* magazine, but here I want to tell the story of actually using and driving "the green car" (as it's sometimes called as I also have a white 2.5Pi saloon).

I've kept a driving log for the car as I do for my other Pi so it's easy to recall the trips we made. (I got the habit from the previous owner of my other Pi, as that came with a driving log dating right back to 1974!)

Anyway back to the story, the 23rd March 2019 marked my first test drive and the first time this car had been on the road since some time back in the 1990's. We travelled 16 miles and the car ran okay.

Over the next few weeks I continued to "tinker" with the car to improve it's running etc. Taking it out several times more for evaluation and covering another 40 miles or so.

The 10th April, marked the first proper trip out to the Classic car and bike meet at Earls Barton near Northampton with one of my mates to meet up with others there. This really is a great mid-week

meet, there are 100's of car and bikes there for the evening covering all eras and genres. Food and drink available and all for a nominal £3 donation to charity per car at entry.

I would highly recommend it to anyone within travelling distance if/when life ever

returns to "normal"

Later in April I took the car the Festival of Antiques at the East of England Showground at Peterborough. Seemed like an appropriate destination for the car in its 49th year. A great day out if you're interested in antiques, which by default of course we all are. Got a few vintage/period tools for my collection.



On the square at Uppingham

The last weekend in April is Drive it Day, so an obligatory day out for the car. We went up to see the start of the Stilton Cheese run in the morning. A great traditional celebration starting out from Uppingham in Rutland and travelling across to Stilton village. Very informal with the cars leaving

Uppingham when they like for a drive along a planned route around the local villages. By arriving in plenty of time you can park up in Uppingham and walk around the town to admire the many and diverse range of cars parked up around the town before they start the drive. In the afternoon we went over to New Lodge Farm at Bulwick where many of the cars visited after the run was over. Another great lowkey day out. The 1st of May saw the next midweek Classic car and bike meet at Earls Barton. This meeting is traditionally the first Wednesday of the month April to September and I actually managed to make them all in 2019. Not such a busy one this time though as the weather was overcast and drizzly on the day, but still plenty of cars to see and friends to meet up with.

Mid-May saw the opportunity for me to take the car over to the TSSC Headquarters in Lubenham for insurance valuation. A great investment at only £15 in my opinion and a nice drive for the car of about 50 miles there and back.

The 19th of May was the Pre 1940's Triumph meeting at Wroxall Abbey in Warwick. A good run out for me and the car at about 130 miles round trip. A lovely day there SO many Triumphs in attendance a really good opportunity to admire and compare which others. A bit of a rain shower did kind of end the day a little prematurely but a good day none the less.

June continued the opportunity to use the car on a regular basis and many happy miles clocked up bowling round the local roads and byways with no particular place to go (Except for the Earls Barton mid-week meet again).

Come July and we were off to another great classic car show. This time the Baston car and bike show now hosted at the wonderful Grimsthorpe Castle in Lincoln with my mate Russ. My first time to this meeting and we had a great time (I was planning to go again this year). About 120 miles there and back so a reasonable run out. I actually got the other Pi out the garage when I got home and took that out for a 50 mile run as well. These cars do like to get out and drive.

Mid-July and it's time for the Chateau Hill Climb with a couple of mates. This is a fair way on the day, just over 200 miles there and back so a

good run for the car again. This was one of the best meets around and somewhat of a secret too. The venue at Chateau Impney in Droitwich is fabulous, tickets very reasonably priced and the overall experience a good comparison to Goodwood, but without the crowds and high entry costs, I have been to every one of the Hill climbs here since it was revived and will really miss it if it's not staged again. Lots of exotic machinery here all by invitation but the best of it for me is the home-made pre-war stuff, it makes you marvel at the ingenuity and nerve of these men back in the day.

At the end of July the green car was side lined for August in favour of the other PI (this car still running on it's original Petrol Injection). No favouritism as such, save that when I'd had to give car details in advance during the winter months for some meetings I was planning to do, I decided I should "play it safe" and enter the car that I knew was running okay rather than risk entering CPE not knowing if it would be any major hurdles during the restoration processes. At the back end of August the green car was back to the front of the queue and we were off to the Easton on the Hill car, bike and scooter show. A great little gathering at the Blue Bell pub in Easton on the Hill Northants on the Saturday. This is a lovely friendly little meet with about 60 or so cars at any one time but many coming and going during the day. Pub, bar-



In good company at Stamford meeting.

beque etc. a lovely day out and the sun shone all the way. A great prelude to the Stamford Classic car show that follows on the Sunday.

So Sunday comes and we're at the Stamford Classic car show. Another really well organised show ran by the Stamford Roundtable for charity, don't miss it. Over 200 cars on show in a fabulous venue by the river. Something everyone here and another lovely summers day. I met many really charming folks here with some beautiful cars, including the actual e-type Jag I owned as a youth, it sure didn't look like that when I owned it and it the first time I'd seen it since selling it in about 1986.

A real credit to the current owner

September comes and we're back to Earls Barton for another mid-week meet, another good evening out. The end of the month approaches

it is. Well I'm as pleased as punch, not because he's the first to admire the Green car but he has just got out of a Bentley to tell me! Apparently his dad had a Pi amongst other 1970's motors back in the day. We chatted for a bit and I'm reminded that this is what it's all about, not just driving the car and the pleasure that brings to me and hopefully others who see it, but also the interaction it brings with it.

A chance to meet others the talk about the cars and the experience.

I drive the car several more times over October and early November as the weather permits but the year is winding down and the car is ready for a rest over the winter months.



Enjoying the rain at Kettering meeting.

and its one last hurrah at the Kettering Vintage Rally and Steam Fayre at Cranford Northants. My first time at this one but a good meeting with lots of cars and a whole load of Steam power and stationary engines to boot. Unfortunately, the weather was not kind to us on the Sunday, raining on and off most of the day and eventually truly pouring down mid-afternoon rather curtailing procedures somewhat.

Still using the car on and off to drive when and where possible I took it to Rushden Lakes in early October. Beautiful environment and great shopping opportunities apparently! but I'm here at the behest of others to collect items previously ordered online. Well I drive in and look for somewhere to park (it's right busy in these shopping places). Anyway I pull into a space and get out, another guy gets out of his motor over the way and comes over to tell me what a lovely car

Over the year I managed 40+ journeys in this car, the longest one being just over 200 miles in the day. The car covered more than 2,000 miles in total during 2019 and averaged 28mpg overall. Not too bad for a 1970 Pi saloon even if it is running on twin HS6 SU's at

the moment, (I think the overdrive helps quite a bit). 2019 was a wonderful year with the car and we look forward to the return of normality and many more adventures. The car has now passed its 50th birthday on the 25th of March 2020. I hope to see you all out and about enjoying your cars later in the year."

Thanks again Jake for taking the time to write the article and send the images. Much appreciated. Jake also pointed out in the June edition of 'Classic and Sports Car' there is a great article comparing a 2500 PI estate car with a 3 door Range Rover that was available at the same time. Well worth a read if you can find a copy.

Well, we will see what happens as life tries to return to some sort of normality. If you are still at home, please do send me an article about your big saloon and your adventures in it.

Take care, stay safe.

Carl

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My 50 year old Triumph Vitesse

Hello folks, I hope you are all OK and clear of the virus. This month we will be hearing of Jeff Gould's experiences with his very smart Mark 2 convertible.

Over to you Jeff.

"The appearance of my photo, [Picture 1](#), along with my Triumph Vitesse Mark 2 convertible in The Courier for May (No.479), as South of England Concours runner up for 2019 for Vitesse cars, was an unexpected and pleasant surprise. In my youth, and I am going back to the 1960's and early 1970's, I had a number of Triumph Heralds, all bought second hand, and all with problems. At the time I was frequently visiting Germany, driving across from Calais, usually taking the Hovercraft. Driving across Europe along the Highways and Autobahns was a real problem, doing 60 – 70mph, always on the inside lane and being overtaken by everything.

Eventually in the early 1970's I managed to save a little money, and in 1974 I came across a Triumph Vitesse convertible, first registered in 1971, although made in 1970. It was only just 3 years old, and was being sold by a dealer on behalf of a lady who just did not want to know about the new MOT test, and sold the car to buy something new. It had a fairly low mileage and cost me £750. The dealer arranged an MOT, and I couldn't wait to drive it. Fully under-sealed and wax oiled, I couldn't have been happier. In those days of 105 octane leaded petrol, the car had a top speed of over 100mph. I imagined that I would finally get out of the slow lane when driving in Europe. Not a bit of it. Now I could cruise at 80 or 90mph, but I was still in the slow lane, although I do remember overtaking a 2CV on one occasion.

Still the car was my most cherished possession, I loved it.

Despite several friends telling me to get rid of it in the early 1980's, saying I would spend 56



Runner up Vitesse - SEM 2019
XOW 64 J Jeff Gould

more on cleaning off the rust than on petrol, I kept the car, always garaged, and learnt to do as much of the maintenance as I could. Then in the mid 1980's I left UK, and went to work in Holland. In my new job I had a company car, I chose a Montego Turbo, which was great fun, but kept the Vitesse close to me. After a while the company moved me down to work in Monte Carlo, but to live there, although no income tax, it was more than compensated by the huge rents, and miniscule apartments. However my wife found us an amazing apartment in Menton, a small town still in France, in between Monte Carlo and the Italian border, and we found a local garage to rent to keep the Vitesse (she understood my priorities).

As I had a parking spot in the underground parking at my office in Monte Carlo, I often used the Vitesse to go to work. For a while I went to work in Zug, Switzerland, but commuted at week-ends, so the Vitesse stayed carefully tucked away in its garage. During this time my wife had an accident with the Montego, and it had to go back to England for repairs. I fell out with my father-in-law over this, as on being told that his daughter had managed to smash up my car, he said, 'Well I hope it's his old car'.

I didn't speak to him for quite a while over that particular comment.

We then moved back to live in Holland again, and after a couple of years, moved to Paris, and 2½ years later we were back in Holland, the Vitesse came with



Pic.2.

us all the time. On this return to Holland, we expected to stay for some time so had to register the



Pic.3.

car in Holland and get Dutch number plates. [Picture 2](#). In Holland they have yellow backing number plates front and rear. Then in 2000 I came back to UK, and had to re-register the car, I was very happy that I could get my original registration number of XOW 64J.

The car is pretty much original ([Pictures 3 and 4](#)), a few things done, stainless steel exhaust, a smaller steering wheel (a drawback of the original huge steering wheel, which I still have, was that I could hardly take my foot off the pedals without twisting my knee awkwardly!). The valves have been sleeved to allow me to use unleaded petrol, new carpets and new hoods and a new petrol tank, but otherwise only bits and pieces. I fitted inertia reel seat belts for the front, and lap belts for the rear seats, by the time we were back in Holland for the second time there were 2 small children to accommodate as well. Hopefully we will all survive the current problems and I'll be back at the South of England Meet in 2021, I look forward to seeing many of you there. Keep safe."

Thanks Jeff, always good to hear of member's experience with their Vitesse, as it balances against the technical articles. If you can tell us about your experiences, we would all like hear about them.

That's it for this month. **Stay Safe and keep them running on all six -**

Dave



Pic.4.

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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 The vehicle must be in a reasonably good condition and be capable of satisfying an MoT test requirement. 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
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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

A Tale of 2 Midges

This month I've got two JC Midge cars for us to consider. Both were advertised for sale in the weeks leading up to me writing this piece. One is on EBay, being sold from Rochester in Kent and the other, following on from cars I've featured in recent pieces, is in Germany. Most of you know what a JC Midge is, but for the rest: JC stands for **John Cowperthwaite**, the plucky Sheffield-based car builder responsible for the Moss range of fibreglass bodied cars, Roadster, Malvern, Mamba, Monaco. On the success of these cars he introduced the

"a different approach to kit car building."

Midge, a different approach to kit car building. To build a Midge you bought a set of in-

structions and full size templates from JC Autopatterns that guided you to build a car body out of plywood, skinned in aluminium, to mount on a Herald or Vitesse chassis.

What do we know about these two examples? Let's start with the car being sold from Germany, **Q517RCA**. With both cars being red you will have to be careful about which one I am referring to – hopefully Editor Bernard will help you. with his skill in setting out the photos. I will reproduce the Google translation of the seller's description, leaving you to interpret it into proper English:

"The customer vehicle offered here is a so-called JC Midge - TC Roadster from 1986 and is largely based on the equally beautiful MG J2





stored as a whole. So you are more or less in front of a real antique on four wheels and so the JC Midge would like to be treated further.

And even if every engine should basically do this, the small 1.1

Midget (Born 1930) and Burlington optically but also in construction. The Midge was built by John Cowperthwaite in Sheffield, England and, like his models, was created entirely by hand.

For example, the body is made of aluminium and plywood, with most kit cars made of GRP / Polyester, which was then built on a Triumph chassis. Technology from Triumph also served as the "donor heart", as was the case with this specimen. Thus, the car is equipped with a 1.1 litre proud Triumph Herald engine with around 40 HP of power. Due to the fly weight of the JC Midge-TC, the few horses are absolutely sufficient to enjoy real driving fun.

Unfortunately, it is not known exactly how many copies were made at the time, but many vehicles may not have been. Thus, the Midge can confidently join the hall of British automotive rarities, because many people alone are not familiar with the name, not even in England.

As the current photos show, the customer vehicle presents itself in an interesting vintage look, it intentionally has patina. Only the areas of the axles (such as joints etc.), fuel tank or steering wheel including the hub have already been overhauled / revised, but all other areas are unre-

litre Herald engine always jumps after the first ignition, even after long periods of rest immediately... and so it runs: perfect! The car is therefore fully ready to drive and, as already mentioned in the text above, offers a surprisingly great running culture despite its 40 HP.

Due to the above-mentioned construction, with proper road holding, so that longer trips over city and country are no problem at all... the Midge can, you just have to want ;)

A soft top (made of fabric) with a window (not mounted on the pictures) are part of the offer. Coarse or significant damage that requires urgent restoration work is not available. However, an old car remains an old car... if you like to screw and like to deal with the matter, you will not encounter any nasty surprises with this oldie. Because everything is old school, all parts (such as axle / engine area) can usually always be purchased inexpensively for repairs or maintenance. The simple and, above all, manageable technology is a classic not only for connoisseurs.

With little effort, such as with spoke rims and racing discs, the Midge can be optically transformed even more rustic. Because similar to kit cars there are not 100% originality, so that no Midge resembles the other in detail and is basically a one off. Secure your own unique piece with this copy.

Even if the car is petite, people with a body length of up to approx. 190 cm can easily find space in the Midge. It is fully ready to drive and currently still has an English registration with all official documents / papers (V5 document). It does not yet have a German approval and, including the H certificate, requires a so-called TÜV full acceptance in accordance with 😊 21/23c StVZO, which we can arrange for on request. The above price is WITHOUT TÜV / German approval".

A great piece of marketing, complete with the winky emoji, who could resist handing over 6,800 Euros for this piece of British automotive history. Before I offer my observations

let's have the seller's description from Rochester of car **LAH222A**, it is titled **"J.C. MIDGE MK1 2+2 1930s MG STYLE VINTAGE KIT CAR"**. I've had to do some translation here too, as the writer doesn't seem to have a shift key, only lower case, or a full stop key. The asking price was £5,995:



"Hi there I am selling my JC Midge that I have owned for 3 years. This Midge is Triumph Herald chassis and engine based. It's 948cc 2+2, this is the Kk1 built around the 1980s, it is in working order and has had some new parts fitted since I have had the car. I have only driven it a few miles since I have had the car for 3 years. It has always been



garaged in the dry, the canvas roof is in good to fair condition, no rips. The paint is not perfect but reasonable, original from when built.

All gauges are working, tyres are all good, engine and chas-

sis is fine. I also have a brake booster unit for fitting, also there is some rare reading info about the history of this kit car.

The car is in drivable order, MOT and tax exempt, it is registered as historic 1960 Herald on the V5. New parts fitted: full stainless exhaust, electronic ignition and distributor, battery, radiator and electric fan, rear brakes and drums, rear diff oil seal, period wiper blades, indicator switch and more.

I have all bills for these items."

Me again - what else is there I can say about these two cars? I always like to look up what the DVLA and DVSA has on kit cars such as these.



The German car **Q517RCA** is registered as make Triumph, red, 1147cc engine and a date of first registration June 1986. It was taxed up to October 2018. The 1986 first registration is certainly the build year; most builders of Herald-based cars around that time managed to convince Swansea to allow the use of the donor's registration number, we don't know why that wasn't the case here.

The DVSA has it as a Triumph 2-axle Rigid Body, with colour as white and a date registered of January 1971. I don't know why we have these mismatches. The January 1971 registra-

tion date is interesting.

The 1147cc engine hints at the donor being a Herald 1200; the last 1200 was made in May 1970, I believe, but it is possible that a Herald 1200 was hanging about, unregistered, until January 1971, waiting to be sold.

There is an oddity with the MOT history of this car – its most recent MOT is given as 6th September 2018, when its mileage was recorded as 92,579. The one before that was, apparently, on 20th June 2008, when the mileage was, apparently, 92,583. Yes, over a 20-year period this car did just four miles, all in reverse.

The DVLA and DVSA both have the UK car **LAH222A** as a Triumph, neither states a model name, in red and first registered in July 1960. The engine capacity is confirmed as 948cc, so the donor was certainly an original Herald. It is SORNed, so we can't tell when it was last legally on the road. We do have a fairly continuous MOT history going back to 2006; its last one expired in May 2018. Between 2006 and 2017 the recorded mileage increased by 373 miles.

Seems a shame to me that such a car was driven, on average, just 34 miles in a year. I compare that with my own driving record in my Moss Malvern – in the 36 years since I finished it I've put on over 68,000 fun-filled miles.

***What comes to my mind
when I look at the pictures of
the two cars?***

Q517RCA

The overall proportions look pretty good. It's on 13-inch rims, which are a bit small for the car, some might think, with ABS plastic mock wire wheel trims (I had exactly the same type on my Moss in its early years – they are a low budget option to jazz up the Herald steel rims. I'm on 14-inch proper wire wheels now).

I do like the louvers on the engine side panels – remember I discussed louvers last month.



The interior isn't bad, not the best I've seen, but OK, I'm not sure myself of those silver rings on the seat backs though.

Running a 1147cc engine with a down-draught Solex carburettor avoids the air filter space problem encountered with side-draught carbs.

LAH222A

I think the overall proportion is slightly nicer, the body looks a little lower? The seller reckons it's a "2+2", that seems pushing it to me, I can't see even the great Warwick Davis getting in that rear compartment. Again, side louvers have



been fabricated. We have proper wire wheels, but still only 13-inch diameter.

I prefer the interior here, including the seats, which suit the car better, to my mind, and the top of the backs are in the car, rather than sticking out of it. It is quite unusual to see one of our kit cars running with the 948cc engine.

The marine ply body construction of the Midge comes out quite heavy, compared with fibreglass (despite what the German writer says), so I imagine I would find the performance a tad frustrating.

One more difference, the badges on the front grille surround, one has JC and the other MG. I'm always a little concerned when a builder tries to pretend these cars are by Morris Garages.

The final proof of both these cars will, of course, be in the driving. I've no doubt that both would be huge fun and I hope they both find new owners that regularly get out on the highway, in whatever country, and put the hammer down.

Trevor
63



OVERdrive and OUT!

Apologies for not being able to provide an article for last months Courier, I'm studying (again) and have had several modules to complete and some revision for a mock exam (on-line of course) which I have now completed and passed (thank goodness), however I now have to revise for the real exam at the end of this month and an interview early July! So I'm afraid this article will be 'short and sweet' but hopefully informative.

Over what has now probably been 8 – 9 months I have found time to 'rebuild' a 4 speed gearbox with J-Type overdrive unit, remove my standard 4-speed single rail gearbox and drop-in the rebuilt unit. The rebuild was full of surprises and I was very glad of Mike Papworth's advice and ample spares when I needed to purchase some replacement items, thank you Mike. More on that later.....

"The actual 'swap' was surprisingly 'straightforward' "

I found that there was certain angle and rotation required (as many forums described) to remove and refit the box without clouting the bulk head and instrument panel. It wasn't easy and it took my neighbour and I, in face masks, about 20 mins to remove the old one and a similar

time to refit the new one, with some acts of contortion required. There was also a two week break between the two operations as I'm forced to work from home and need to roll the car out of the garage before I can carry out any work. When we removed the old gearbox the weather was glorious, temperatures in the mid to high twenty's with beautiful blue skies. As soon as it was out it rained on and off for over a week and now I'm back at work pretty much full time I had to wait for the weather to break over the weekend to refit the rebuilt overdrive unit! Which it was this weekend, so it is now in and I need to get everything back together and try it out. I plan to write the full story including the gearbox and overdrive rebuild, over a few articles, as soon as I have my exams and interview out of the way. Watch this space.

In May I also tried to relay in my own words Michael's story of



his many Triumph bits and his Spitfire project which he continues to update me on; he has now fitted new outriggers and is turning his mind to suspension units. The Bulkhead is 'mostly fixed' and there is some work to do on the sills and the bonnet.

Pictures attached.



Keep going Michael – you'll get there!

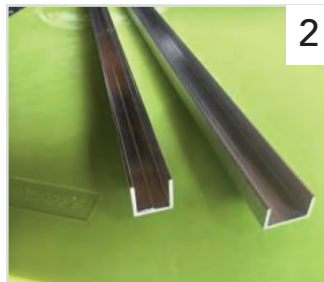
Finally (I did say this was going to be a short one), Bern received this article from **Brendan Rose** whilst carrying out a valuation and we thought it was worth sharing.

Sun Visor Mod

The original padded sun visors on my Spitfire 1500 were useless as when driving into the sun it was often above the top

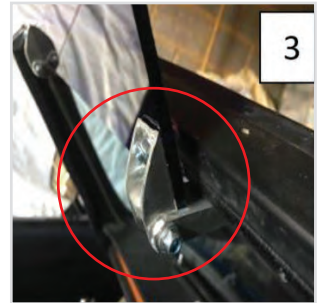


of the wind screen frame. When on holiday in Oslo I was at a classic car show and saw this sun visor bracket (photo 1). When I got home I looked around for some suitable aluminium profiles which I found in Homebase



(Photo 2) and made up hinging brackets show in (photos 3, 4 & 5)

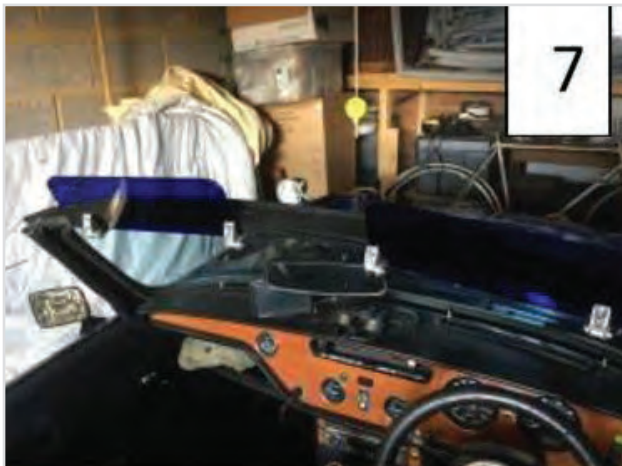
I purchased some acrylic material online from a company who cut them to the size I provided.



The result is that I now have fully adjustable visors. When



in the above windscreen position they also double as wind deflectors. (photos 6, 7 & 8) The nuts and bolts are stain-



I'll close on that and hopefully in the next month or so get Part 1 of the gearbox/overdrive rebuild article written and published.

In the meantime please let me know what you have been up to on

less with Nyloc's.

Thanks Brendan, I've also seen similar at various shows, and these look as good as any there, so thanks for sharing your design.

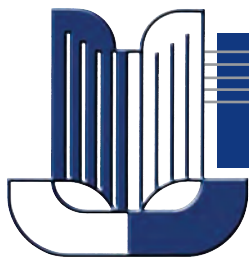
your Spitfire whilst on lockdown?

I look forward to hearing from you.

Stay safe

Steve





Readers Write

e-mail: courier@tssc.org.uk

Worlds Longest Restoration

Hi Bernard,

I Thought a little ramble about what I call the longest restoration in the world might give you a bit of material, you may choose to use. On the right is the assembled powertrain from my MKIII Spitfire circa 1968. This is the first time they have all been reunited since 1997, last run 1991 and last on road 1978. Bought this in 1974 not long married thought a bit of motor-ing fun before we settle down a bit. Never an immaculate example we had some great times in it, and in fairness it was pretty reliable. Overdrive never worked, had two goes at that, a missing pump cam no good, then a new solenoid, no good, then left it for a while.

Went into the garage in 1978 (our first born, a son) had great plans as you do, alas not much happened until 1982 when I was made redundant, then tried to get it out and Mot'd, nearly did but an unexpected job came up, and it almost went on hold again, the engine was out so I stripped it had it rebored crank reground etc, then it went on hold. The engine did go back together and ran fine, then in 1992 another redundancy pushed me into self employment and little free time. I always looked out for bits and the discovery of e-bay led to many



items some new some not, going into that big box, proved a very good idea. Got an unleaded head along the way, and finally we moved into a

Don't ask me why, probably because I am a man. Among these projects was the next photo a 1980 TR7 ragtop, years MOT, got it on e-bay, a bid I



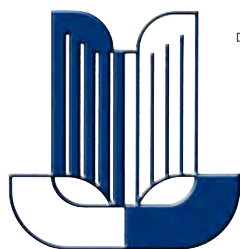
place on the edge of town but out of the way, nice big workshops set up my little engineering business, bought a cheap four post lift and was in my element. Started in earnest on the Spit and then indulged myself in a series of cars some projects some not.

didn't think would win, and it appeared.

Turns out it came from Rob-sport, that is another tale, suffice to say it had the same mechanical treatment and now runs sweet.

Best Regards

Charles Lancaster.



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1978 1500, low mileage, excellent condition. A treat for escaping lockdown. After 15 years idle in warm garage, fully restored by specialists last year. Excellent bodywork and purring engine. Very low mileage. MoT up to Aug 2020. £9,950 Roger Golland (Tonbridge, Kent) 07757 770364.

MKIV 1980. Spares or Repair. A runner but I'm disabled and just want out of my way. I paid £1800 for it. Make an offer. Many New Parts. Michael Obee (Weston - S - Mare) 01934 822733.

Herald



HERALD 1200 SPARES OR PROJECT 1968 Car comes with all parts and paperwork, 78,000 miles on clock. I have owned it since 1986. Taken apart in 2016 for restoration but never happened. Text for more information and more pictures. £500 ONO. Risi Carla (Glasgow) 07507 168460.



MK 2, 1965, (1147cc) White. Genuine 27,885 Miles. 2 owners. Always garaged, never been driven in the rain. Complete with Hard top (with all six fixing screws) and soft top. All original parts. Full service history. 2 keys. No overdrive. Complete with 1965 AA badge. £8,500 Martin (Cheltenham) 07780 793057.

Vitesse



1969 MK2 VITESSE CONVERTIBLE. A1 condition. Excellent engine, chassis, brakes, suspension - good bodywork, no rust. Spin-on oil filter & oil cooler. Original hood & frame .

New Genuine Minilite wheels & tyres. New alternator & electronic ignition. Radiator re-cored & upgraded. Kenlowe rad fan. Front seats re-furnished. New carpets. Wood & alloy steering wheel. New floor soundproofing. Carbs re-build. Great runner. Dry garage. Agreed 2020 TSSC valuation £13500. Not driven in winter! £13500 OVNO David Arnold (Newton Abbot, Devon) 07876 643638.



VITESSE 2-LITRE MKII A super car, factory fitted convertible, factory fitted overdrive. MOT till April '21 - no advisories - no jobs required; road tax exempt. Mileage 88,000 Servo assisted brakes; electronic ignition; electric fan; new radiator core. Good order throughout, looks great, engine sounds fantastic. Hood in good order. TSSC valuation £16,000. Price £11,900 Frank Head (Colyford, East Devon) 07913705547.

Triumph Parts for Sale

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 REOD Tel.07768 775170 or 02476 644499. e-mail mike.papworth1@btopenworld.com (Trade)

CAVITY WAX. I have 12 litres of Cavity Wax, free to collect from CM227EP. It was liberated from a VAG garage which had closed. Free Barry Thurgood (Essex/Herts Borders) 07549 402589.

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Triumph Parts for Sale

CONTINUED.....

TR7 UPGRADE PARTS. Having upgraded to 3500cc the following for sale. Will split. Sprint engine (7000 miles), carbs, K & N filters. Stainless exhaust & manifold. New carbs. Radiator. Brake upgrade kit unused. Lenham hard top. Prop shaft. Phone for details. £750.00. Paul Young (Southampton.) 07545 213496.

VITESSE PARTS. Headlining Kit, brand new, £55. Rear offside Over-rider, Brand New £356. Lots of other parts for Vitesse and Other cars. Peter Roberts (Yorkshire) 07850 379634.

VITESSE SALOON PARTS. Vitesse Saloon Carpet & Trim Sets. Brand New Newton Commercial Black Carpet, £200. Blue Scuttle cards, £40. Dash Panels, £25. Call. Peter Roberts (Yorkshire) 07850 379634.

WORKSHOP MANUAL, original factory edition for Vitesse Mark 1, Herald 1200/1250, Spitfire 1, 2 and 3, £30. Good condition and complete. Please Call. Peter Roberts (Yorkshire) 07850 379634.

VITESSE MK2/HERALD SALOON SPARES. Mostly mechanical. Glass. Manuals. No Gearboxes/Diffs. Includes Complete Mk2 Engine, Rotoflex set, Seat frame, Carburettors, Ignition. David Coleman (South Cambridgeshire) 01223 870678.

RECONDITIONED CHASSIS Mark IV/1500 or GT6 3 (with minor mod) When purchased it has had new outriggers, repairs to front crossmember, and bottom of rear chassis rails, measurements check out ok. We were told it had been cleaned, galvanised and painted, all cavities are foam

filled. Will deliver within 50 mile radius for fuel cost. Photos available on request. £375 Kevin Yorath (North Lincolnshire) 07876 025204.

HERALD, SPITFIRE, VITESSE, 2000 SPARE PARTS. Broken Several Heralds, Vitesse, Spitfire, 2000 for spare parts. Many parts available, engines, gear boxes, panels, lights, switches, trim, bumpers & more. If you need second hand parts for these cars email: samshattock70@gmail.com I will reply with details, photo & price. Payment method preferred via Bank transfer & preferred delivery by post. Samuel Shattock (Bedfordshire) 07850 015961.

SPITFIRE MK IV STEEL WHEELS. set of steel wheels one with legal tyre 4 rally/mud tyres. Lots of spares just ask. Neil Sjoberg (Harlow Essex) neil-sjoberg@hotmail.com

Triumph Parts Wanted

TR4 FRONT SEATS WANTED. I need a pair of front seats for a TR4. Any condition considered but, preferably, usable straightaway. A G Jones (Cardigan) 01239 614013.

HEATER BLOWER SWITCH AND BEZEL FOR MK1 VITESSE. Looking for the Heater Blower Switch and/or Bezel for a Vitesse Mk 1. This model has a particular distinctive thick bezel

with notches around it's circumference. New replacement Blower Switches have a different thread and don't seem to accept the original bezel. Rob Symmons (London) 07748715323 or 020 8789 2461

HERALD/VITESSE CONVERTIBLE HOOD FRAME WANTED. Not worried that it is a little tatty, or lightly rusted, but it must be complete and

not seized up or damaged. Patrick Keen (Wareham, Dorset) 01929 761941.

MKIII SPITFIRE HARDTOP WANTED. Looking for a rust free, good condition original hardtop for my 1969 Mk 3 Spitfire. My car is white but I'd consider any colour and restore/repaint as required. David Jackson (Cheshire) 07484 743931

Triumph Trade Services

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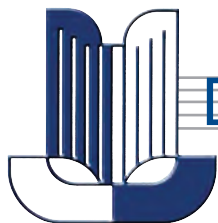
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July 2020

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

JULY 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

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



Area Liaison Officers Report

Andover - Avon

Triumph Sports Six Area Liaison Officers

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

Hi everyone hope you are all well; we are still in usual times but hopefully a little more relaxed for us, so it figures we can start thinking about meeting up at our venues again.

We all need to check with your meet up place is available and also keeping with the government guide lines. Although some events are cancelled some are still happening later in the year. Club HQ are still operating telephone/mail orders and email Valuations although the Club Museum and Shop is closed to visitors. This is until we know it will be safe to open for you as the customer and also keeping our staff safe.

If you or your Area members are not sure of the correct information please contact any of us for clarification. Really hope it's not too long before we can see each other and see all your projects you and your members have been up to in Lockdown.

Stay safe and see you soon.

Thanks for your patience.



Nigel & Di.

Andover

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

Tel. 01672 514241

A brief round up from various members.

Rob Cross has taken the opportunity to use his Vitesse for the weekly shop. (photo attached)



Southampton Bob has been having less luck with his shopping trips - "TR6 has developed a nasty habit of dying without warning. Have been rescued twice, once from outside the house and once about 4 miles away. Ravenscroft rescue man knew TRs, checked there were sparks, got it running again each time without changing anything. At the moment I am thinking ignition, got all new ignition bits and pieces etc, but not solved it yet."

Guy's first thought was rotor arm but he confirmed that it was a red rotor arm he had, and had tried others but with no success. "It turned out to be the replacement coil I had bought from Revington TR. When checking no spark at plugs found there was no voltage on the CB terminal. Put the old coil back and away it went. So I don't really know what actually cured the original problem. Yes I had purchased a new red DD rotor arm as well. And cleaned up the contacts where the white wires come off the fusebox and reset the contact gap,

and new distributor cap."

Ed is also staying busy: "I am struggling to change my Spitfire o/s sill. Getting rid of the rust and repairing the inner metal is the biggest part of the job. Finally about to fit the outer sill - but it is tricky. David used the wrong hardener with his two-pack paint and had to strip all the paint off his TR6 wings and doors - wasn't a happy bunny!" Good to hear David made it back safely from Vietnam

Guy has been continuing to add bits to his 2l Bond, as you will see from his article this month and I'm kept busy with work and trying to come up with some variations to the menu at Bondhenge.

Take care of yourselves and stay safe.

Guy & Suzie

Avon

e-mail: daverover@hotmail.com

Tel. 07860 878058

This month our long time TSSC member Colin recalls his Triumph 'history', Some of what he says tempts me to ask his wife Jacqui for her version next month

Colin recalls, "So, there I was then: 19, working full time and living at home. I fancied a Stag. So I bought one a project, an automatic, in Magenta. A money pit. At least I've worked out why I don't like the colour magenta!

When I met my future wife, Jacqui, I was taking fly-



East Berks Cambridge

ing lessons and had 2 sports cars - the Stag and an Astra GTE. Life was good.

Then my memory becomes hazy. My next clear recollection is sitting on a deckchair with my girlfriend in our new house that we wouldn't own for the next 25 years - no flying lessons, no cars - not even a daily driver. All gone for the deposit on the house.

Despite the experience with the Stag, 30 years later I bought another Triumph, because of the Stag. This one needed no work - a Mk 2 Vitesse convertible and I joined the TSSC.

In 2014 I caught the "bug" of owning more than 1, so I bought a UK spec TR4A near Toulouse and drove it home. It turns out that "go and look at it then" doesn't mean "you can buy it" - who knew? Anyway, the drive home ruined the engine and so I ended up doing a full restoration.

After a trip to Le Mans with Jacqui in 2016 in the TR4A, I bought a Mark 2 PI estate so we could take more stuff. It was in good condition and just needs the odd mechanical nip & tuck.

Last December, I bought a solid Dolomite Sprint shell and have been sourcing parts. The running gear is currently ready for powder coating and then it needs minor bodywork, respraying & refitting.

I've also got my dad's 1936 BSA motorbike which had been dry-stored since 1956, that's a really long-term project.

And here I am now: despite all this, I'm still married. I have Jac's continued support - she says she's "right behind me". Maybe, but I'm pretty sure that she's rolling her eyes."

Thanks Colin, anyone else have a story?

Regards

Dave

East Berks

e-mail: qbrown6914@btinternet.com

www.freewebs.com/eastberkstssc/index.htm

Tel. 01189 321390

Well here we are again, another month in paradise rolls by and it's not Club night again.

cAn eventful month for me, I did a "Dominic Cumming" and drove 400 miles to Scotland to mum's care home. Got there just in time, not the virus, but a stroke. She was 97 and had had a good run. Then a funeral to arrange, just 6 of us, felt very odd.

Sweltering journey home, air-con broke down, I might as well have been in the GT6!

Paul came up for the funeral, but has managed

some work on his Spitfire, he's still vacillating about buying a Mig welder. I've told him "Get it!" Then we can all borrow it.

Old AO Mark has been very industrious, his Vitesse now has overdrive, 8 track stereo, multiple gauges, ipod connections and 13" steering wheel. Not to mention work on the rotoflex and steering arm. Next, his GT6!

Other Mark has also been busy changing the diff on a Land Rover.

John got his Vitesse valued, just had to send photographs to Bern at HQ, a weight of his mind. He's also managed an oil and filter change, but he's not done the trunnionless conversion yet, bits still in the boot.

Steve's had the dreaded frozen clutch on his GT6, last time that happened to me I had to take the bell housing off, but Steve managed without. He also reports his 2000 carpets have gone mouldy, only 50 years old, nothing lasts! New carpets on order.

Richard is working on his seat upholstery in between bike rides and his modern's door micro switches. They were a pain on my GT6 as well!

Colin has nothing to report, taking it easy.

Andy is recovering from his knee problem and off the crutches, he managed to get out for a drive in the GT6 and reports a dodgy gear change, re-bushing time! This seems to be happening far too frequently to our cars, dodgy spares again!

I'm doing a lot of Interweb surfing, I notice Thornton's are still selling Easter eggs.

Their £20 giant egg is now down to 2 for £10, I wonder if I could manage 2?

My new GT6 carpets and seat covers have made the rest of the interior look rough so I'm contemplating new door cards and head lining. I've also got bonnet struts to fit that I bought last year.

Onwards and upwards

Doug

Cambridge

e-mail: cambridge@tssc.org.uk

Tel. 07795 436149

Despite my inability to send out a reminder email to join in on the virtual Zoom meetings which we hold on the first Monday of every month, just like normal at 8pm, there were a good collection of the Cambridge Area stalwarts all connecting in from their garages, offices, man-sheds and man-caves.

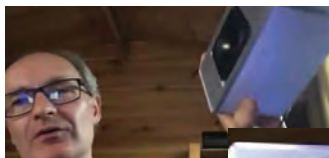
Much conversation was had about Tim's imminent receipt back of his resprayed TR5. When he got the

Cambridge Continues

car it had fibreglass panels all over which, although they looked fine from a correctly socially distanced observer, were cracked and had undulations when you looked up close. He realised that the only way to get the quality of finish he wanted was to replace with steel which he assiduously collected over several years. Then, when he'd got it all together, he stripped the car down to its constituent parts and sent it off for a respray. He decided to replace the chassis, he rebuilt the air intakes, he dismantled, painted and rebuilt the suspension; there isn't a part on the car he hasn't taken off, cleaned, painted and/or replaced. Even the bolts were cleaned up.



He hadn't got the car back for the meeting but he was able to share the amazing shine on his Surrey Top, cleaned, repaired and resprayed by the same guys and now in the way as they finished polishing the last bits. It is an amazing quality job. We are now very worried that his car is going to be so perfect that it will only ever grace a glass box and not be driven like he used to drive it. In other news he showed off some photos of the puppy he's to pick up shortly to fill the void left after his amazing dog Jack passed away last year. Mike C made Tim feel he'd got a bargain after he let slip his daughter's new cockerpoo was four figures.



Andy showed off some great 3D printing he'd done for the speaker sur-

round and grille on the gearbox shelf in his Spitfire. Andy's HiFi electronics day job lent him to downplay the quality of what he'd built but he gave us a great insight into the design restrictions and decisions you have to make when making a surround, from obvious things like the diameter



of the speaker right down to the weight of material and the shape of the front corners and how that affects certain frequencies more than others.

Mike B asked about my son Luke's difficulty with finding a replacement engine for his classic after the one rebuilt by Ivor Searle just two years ago died with a holed piston. Sadly there wasn't a neat explanation for why; Ivor Searle offered a reduction on a new replacement engine but it didn't feel right to spend another four figures on an engine that might just die again in a couple of years. To say Luke's confidence in their product had taken a hit would be understating it. In the couple of days after the call we have actually managed to track down what sounds like a decent one and we wait, as I write, to see what arrives on a pallet and then can put his car back together again. A lovely bit of father-son time which I'm rather looking forward to.

I showed off all the beauties in my garage including the new six-way fuse box that I'd added to my Herald which didn't have any originally. In the process I'd found out why when I fitted the club Hazard Warning Lights it made the horn go off: the radio feed I'd patched into was actually a return from the horn which meant the power for the radio and hazards went through the horn first. That explained a lot of the issues I'd been having. It was one of those things where it kind of worked so it was hard to diagnose.

Mike C reminisced about when he used his naturally aspirated TR7 to pull Tim's injection TR5 over the top of an Alpine pass on the fabled 10CR. In the discussion that followed about fouling of the plugs Rob filled us in on how spark plugs 'aren't like they were when I were a lad' any more. Back in the day the likes of NGK used to have a lacquer on the end of the plug inside the piston which kept the fluids out. Now that modern cars no longer run rich and foul up so they stopped putting the lacquer on to save costs. Denso plugs apparently still have the lacquer and last better in a classic that sometimes (or always) run rich.

I look forward to the same silly banter and warm affectionate mickey taking again next month!

Do more ON or with your Triumph and join us next month on Zoom (TSSC Cambridge First Monday). Email or ring me for details if you can't find my reminder emails. **Next Zoom meeting is Monday the 6th of July at 8pm.**

Tom

Please Send Area News to:
courier@tssc.org.uk

By 8th of each month - Thank you



Cheshire Cornwall

Cheshire

e-mail: cheshire@tssc.org.uk

www.tssc.org.uk

Tel. 07779 878125

I hope all are well and staying safe. Or whatever the phrase of the day is.

After a conversation with our friendly MOT person, I booked Hark the Herald in for May 27th (a fabulous day for a ragtop!) and he passed, not really surprising as only 160 miles covered since last year. Apparently the Government's MOT holiday is likely to generate a glut of cars needing MOTs when it finishes, so I decided to avoid the competition. Something to consider.

Meantime, Heap the Vitesse now has two doors, which might mean he is legal to drive. However a small coolant leak has been identified from a very inconvenient position - a core plug on the back of the cylinder head.

At Head Office, the Managing Director managed to lose the GT6 keys. I have heard the explanation twice now and I am still puzzled. New keys have now been sorted, and the GT6 has even been down to one of our local fuel stations and been properly fed. The replacement engine?

Close to home, a Spitfire is reported as having dropped all its (DOT4) brake fluid on the floor via one of the back cylinders. Said Spitfire is booked in at a local emporium for fettling. The Cast Iron World cars all run on Silicone (DOT5) fluid so should not suffer from corrosion in the system (all other ailments still prevalent).



I took a unilateral decision that we would try to hold our June meeting at Tegg's Nose, rather than via Zoom. We went up there on the evening of the preceding Monday, in Hark the Herald, to test the waters. On that day, the weather was warm and sunny, and there was enough space to accommodate several Triumphs with suitable distance between cars. So, a meeting with slightly less clement



weather was proposed.

On meeting night, showers were forecast all evening but no showers actually appeared. It was however rather cold. I arrived in Hark the Herald (roof down) at 7:30, and was joined a little later by a TR5 with roof up. This was followed by a Spitfire with roof down, an electric bicycle (poorly Spitfire, see above), and something modern. The cars and people all observed social distancing. There followed the usual discussions. Steve's GT6 seats have been re-foamed (the old foam looked just like what came with Hark the Herald), the TR5 has had a respray, an exchange of Lucar (spade/blade) connectors to assist the overdrive wiring in Crewe, and a lesson in the crankcase breathing on the TR5. The Volkspolizei cruised round the car park (they weren't bothered with us) just as the cold was really getting to us, and that was that.

Our next meeting is on Thursday 2nd July. Provided the rules haven't changed in the meantime, a similar format is proposed. Details will be in the usual email(s), and on the TSSC website (Areas).

Henry

Cornwall

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

cornwalltriumphs@groups.io

Tel. 07979 464643

Hello to you All, Hope everybody is keeping well.

Malc and I are giving Carol a little break this month and answering her call for a few words. So don't forget if you would like to share a story or a memory from a long time ago or a project you are currently on, please do get in touch!

I know Carol was delighted to hear from Bob, whom, despite enduring his hospital treatment, over many months, has been able to resume rebuilding his Spitfire mark 3.

Great news ! Wishing you well Bob on all fronts.

Well in lockdown, it's been no different down here,



Cornwall Cumbria

Cornwall Continues

Malc is still in his overalls most of the time immersed in his Triumph world! He's really been getting stuck in.

I am sure I mentioned before that he and Anthony went up to Norwich last November (on my birthday!) to buy a bigger engine for our 2000. He picked up a 2500cc to install for extra oomph to tow our 750kg trailer tent to make touring easier. Since the New Year he



has stripped and rebuilt the new engine but has not been able to drop it in as now he has the Diff, half shafts and sub frame removed to cure the leak-

ing Diff. The car is just a shell, sitting on the ramps, another major!

But not to worry, sadly we are not rushing off anywhere soon! We are all having to remain patient this year.

I really enjoyed your poems Carol so it got me thinking ...

*In this time of upside down,
One thing remains for sure,
Parked outside, close by our side,
Classics await their next tour!*

*Just lately, not driving far,
Lockdown imposed, sadly,
But soon our engines will rev again,
Driving our classics gladly!*

*So Well Done Everyone!
Here's to gathering as before,
Reunited with friends,
And Our Pride 'n' Joys of course!*

Take care everyone

Claire & Malc

Thank you so much for our Cornwall area news this month, appreciated Claire & Malc.

Carol
x

Cumbria

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

Tel. 01229 316501

We have just had the warmest and driest 3 months in the county on record. What an experience that would have been if we could have had the shows to go to. When the shows do start again it will be back to the normal rainy conditions. We live in hope that this will not happen.

A round up of what members have been busy with: Rod Moore has been building a Herald convertible which I think he has had for a few years in pieces. Ray Crellin is finishing off his Mk5 Spit that was started a couple of years ago.

So it seems that the lockdown has made some time for projects to be finished

I was living in hope that as the year has gone on that there would be at least one show on later in the year. The latest cancellation is the annual Bootle show which is held every August Bank Holiday weekend. They were hoping to hold it with a slightly different set up but have now decided to cancel it altogether. As far as I am aware that means everything up until the end of August is cancelled except for the Cumbria Classic Dalemian. They have not announced any decision as of the time of writing this (beginning of June)

2 of my cars have actually moved. From the containers to the new garage which is now completely finished. There is room for three but it would mean them being parked very close together and while our daughter does not want her garage at the moment, the other car stays there. The cars have been parked in the containers with the batteries disconnected since the end of September, just before we moved; I went down a couple of weeks ago connected the batteries primed the fuel pump and both fired up at the second attempt. That would not happen if they were Euro boxes.

Let's hope that there is somewhere for us to go in September.

Stay safe

Roy

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



Devon

Devon

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

e-mail: nigelk57@gmail.com

www.tssc-devon.org.uk FB - TSSC DEVON

Tel. 01548 821348

With Covid-19 still curtailing all activities, we have continued in virtual form only. Andy Luckhurst kindly set up Zoom meetings for both the North Devon and Devon meeting nights in May and June. It seems that North Devon members are more comfortable with the technology but it was great to see Maurice & Mary Glover 'attend' for the first time.

The big news is that both Andy's TR and Darren's Spitfire have now been fired up - pity Powderham isn't happening to show off their restorations this year.

You will know by now that the joint TSSC / TR Register All Triumph Meeting in August, planned for Stratford upon Avon Racecourse, has been cancelled. John & I are presently trying to sort out our booking with our hotel there, foolishly having paid up-front with a no cancellation policy - lesson learned!

Silverstone Classic is also off, as is the Restoration Show at the NEC which was rescheduled. Wonder if the November Classic show at the NEC will survive?

In the absence of much to write about, I struck lucky chatting to long time member Lindsay Dearing, who has kindly sent me the following on his Triumph journey:-

A Eureka moment in 1998, or, when I decided to buy a Spitfire. THEN. You know how it is, you are calmly soaking in the bath when, unbid-

den, comes an idea that seems breathtakingly simple; I shall buy and restore a Spitfire. Having sold my last Triumph, a TR7, in 1983, the idea of owning one again would not go away. No internet in those days, (well there was actually, but not as extensive as now), so scans through the adverts in the local papers were made. Living in Leicestershire, I travelled to places as diverse as Nottingham and Salisbury to view cars, but they were not for me.

Then the Courier arrived. Hello, what is this: 1979



Spitfire 1500 in vermillion, hard top, overdrive, some history and located in Deal, Kent. 250 miles from me. Hmm. Luckily, a friend lived in Farnborough, Kent, so a weekend 'visit' was arranged. My friend Peter and I travelled down in his Cortina estate car and after a long drive, going straight through London (those were the days), we arrived late afternoon in Deal. The owner of the car was a sprightly lady in her late sixties who had obviously cherished the car but the Deal sea air had not. A drive around town convinced me that this was a prime candidate, but would require a full restoration on the body and mechanics. After some discussion the asking price was substantially reduced and the agreed amount handed over in cash. Now, how to get a car of unknown reliability back to Leicestershire. Carefully, that's how.

After a boozy lads night at Farnborough, and with Peter following as tail guardian in the estate (loaded with spares including a soft top frame and tonneau), I gently drove her back: A2, M25, M1, and finally the A5 at a steady 55mph. 6 hours later and she was in the garage, her new home for the next two years of total restoration.



NOW. The Spitfire is still in my garage, but now in Devon since 2002, and has seen a stablemate GT6 Mk3 restoration come, and go. Now a historic vehicle, and tax free since 2019, when a Heritage certificate confirmed she was built in 1978, but not registered until late 1979. This is now the longest period of ownership for a car in my life, 22 years. Maintained to the highest standards by an equally historic owner, me, and looking forward to the freedom of the road when the current plague subsides.

Thanks for that Lindsay - those who know Lindsay know what a superb car his is, and the huge amount



Devon - Devon North Essex

Devon Continues

of work he has put into it.

Keep watching our Facebook Page, TSSC Devon and our emails for news as and when we get it on any resumption of something approaching the new normal.

I know we are all itching to get our cars out and about, apart from E45 anti itch cream we will all have to wait a bit! Stay safe fellow Triumph nuts.

Sue, John and Nigel

Devon North

e-mail: darren.groves@gmail.com

e-mail: arluckhurst@googlemail.com

www.tssc-devon.org.uk

FB - www.facebook.com/groups/134271493433942

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

As I write this article in early June, there are hopeful signs of lockdown restrictions being lifted, but it's likely to be some time before true normality returns. The lockdown has had some benefits though. My TR4 is coming on nicely. After completing my major engine work, I've been able to have a brief drive and focus on resolving a few teething issues (like a minor carburettor leak and a small oil leak). Annoyingly my clutch hydraulics have been a bit of a headache as despite everything being new, I'm still getting air in the system. But I've also been able to complete some of the finishing touches like bumpers and number plates. I'm really looking forward to being able to use the car, although I doubt whether I'll be going far this year.

We held another Zoom meeting on 4th June, at the time when the North Devon group would normally be at the Crealock Arms.

Although not everyone is able to join the Zoom meetings, what I have enjoyed is the closer interaction between the main Devon group and the North Devon groups. When you are joining remotely, it doesn't matter where you are!

Hence there were a good range of attendees this month. This included Mick and Sue Barlow, Sue and John Franklin, Robert Hodgson, Darren (with Chloe in the background), Malcolm and Mandy, Patrick and Bob. We haven't seen Bob for a while and he

was looking well and very happy, as he had recently purchased a lovely Vitesse Convertible having recently sold his Stag. He had driven the Vitesse back from Bristol so had completed more classic miles than anyone else this month. We look forward to seeing the Vitesse soon.

Bob wasn't the only one to have used his classic though. Robert had completed 50 miles in the last month, using his Triumphs to go shopping.

Malcolm had a brand new MOT certificate for the Spitfire having taken it for its annual test that day. Darren was recovering from lots of activity including digging footings for his new shed, and had also finished spraying the Mercedes.

Sue and John had taken new photos ready to bring their valuation certificates up to date.

Mick had frightened himself by adding up all the expenditure on his TR6. It's a lovely car but he is thinking of selling it to get a TR7. I think he prefers the challenges of restoring a car more than using it.

Patrick joined us slightly later, having just left another video conference with his tennis club. His GT6 still awaits completion of the work on the springs.

We hope you continue to keep yourselves safe, and hope that we'll be able to run some events again soon.

Andy

Essex

e-mail: awjannaway@hotmail.com

e-mail: miketitchen@aol.com

FB - [Triumph Sports Six Club Essex Area](https://www.facebook.com/TriumphSportsSixClubEssexArea)

Allan. 01375 672072 / 07934 027704

Mike. 07860 708356



After 3 weeks of being on furlough in March, I'm back to work but still making time to bring back to life of my 1500 Spitfire. I have just rubbed down the hard top, bonnet & doors & under coated most of it. It's been good to practice





Gatwick Herts & Beds



welding. I have made the seats good again with new foam, the next stage is to make the new leather seat covers.

On the second Sunday of May we had our 3rd Zoom Virtual Meeting with a quiz which was put together by Allan & myself. Well done to Stewart for being the winner, we gave him a voucher to spend at the TSSC shop.

Hopefully after reading this we will be looking forward to getting back together for a Meet somewhere.

It looks like most of us have been using the time wisely sprucing up our cars.

Virtual Meeting will be taking place on our usual **2nd Sunday of the month at 1pm** until we can return to our normal venue when advised by the Government.

Mike & Allan

Gatwick - New AO!

e-mail: rowfantgardencare@hotmail.co.uk

Tel. 07775 564427

Hi all. Hope you are all well. It's pretty quiet on the Triumph front. We are still planning a small Triumph gathering this month, Maria has very kindly offered to be host at her place. If everyone is happy with this we may well do it again.

Here is a picture of my Mk3 with the body welding almost complete, ready for the chassis to be removed.



And here are the pictures of the body and chassis separation!



At last I can drive the spitfire mk1 somewhere other than Tesco! The garden centre! Frances



& I enjoyed it so much we were the last to leave!

With the sadness of the pubs closing, we were pleased to discover that we can get Harvey's Ale from our local store!

So cheers everyone.
Need any info call me on 07775 564427

Stay well

Tony

Herts & Beds

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

Tel. 01582 750943

Hi folks, what's to say? Not a lot of input from locals but we have made some local runs under the Herts and Beds banner, (Not the TSSC) as TSSC eventing is supposed to be closed/shielded. So this is what we did

...where we have successfully done a couple of 30mile local runs in a "Follow Me" not a convoy, to garden centres with Loo's, as these are now legally open and we can (if not shielded) travel without restriction for exercise etc, are pansies essential? That is a matter of personal choice.

21st April had 8 cars and 4th June we had 6 cars, so social distancing care was easy to manage with everyone doing their own thing and departing when shopping concluded.



Herts & Beds - West Kent Leicester & Rutland

Herts & Beds Continues



All in all very successful and all involved want more .. where to next? With little open we await more venues coming back on line.

As for events we still have a booking for **IWM Duxford at the end of September 27th** but no clues as yet if they will be open or whether we can even pull anything together this year.

We have to wait for more clues on the event lockdowns. It might be the one last show of season event we can organise, but it's all on hold for now.

As a local area we have a high risk of £1500 commitment we have to balance the risk it would clear us out if we go ahead and no one comes, so it's all pie in the sky just now.

So keep smiling, keep safe. Common sense is still operating!

Pete

and team

West Kent

e-mail: westkent@tssc.co.uk

www.tssc-westkent.org

Tel. 07810 102525

Well hello you. Still here as an area despite the lack of news lately. So, no meetings or full English or shows, so total rubbish year. Hot, dry and rubbish. My dog passed away 1 week into lockdown so I've thrown myself into faffing about in the garage.

Dolomite cabin complete rewire and some nice discrete modifications, Spitfire again much electrical work, all wires under the bonnet completely hidden, trying a Lucas dizzy now there's no rev counter cable, and much polishing.

Was so hoping to show off at Leatherhead. Geoff and I all set to visit Gatwick, but great timing, will do asap.

So, its meetings to sort out. I'm very confident that by the 28th & 29th July we'll be back on track so "Provisionally" that will be a date. Now I'll check with Michele that the Castle is fine for the 29th, but there's a cloud over the Woodman. With it losing

cash at the best of times, and Green King selling it, there's a good chance it will stay dark. If it's open then that's fine, but if the barriers down, plan B can be the White Hart in Sevenoaks. An old meeting place, just a one-off meet to discuss tactics.

So, I do hope Duxford is on and possibly Edenbridge. Look out for details. All news and updates will be on our website 'www.tssc-westkent.org', and the Facebook site '[/groups/tsscwestkent](https://www.facebook.com/groups/tsscwestkent)'. And of course, I do hope everyone is well and clear.

Catch up soon,

Colin

Leicester & Rutland

e-mail: davesmith.triumph@hotmail.co.uk

Tel. 07770 650802

Hi all, it saddens me to have to say this but we have had to **Cancel this years Sunshine Rally due to take place on the weekend of 7th -10th August.**

With so much uncertainty over how we will come out of this lockdown with regards to social gatherings etc, etc we have come to the difficult decision that it would not be right to continue at this time. We would not be able to have the bar, impossible to have the BBQ and almost impossible to set the field up.

For most of us staying in, staying safe and looking after ourselves and others has got to be the priority. Lockdown for most of us, I'm sure has been difficult. Its a shame so many plans, outings, runs and shows have either been postponed or cancelled and I like many I have spoken to on the phone are already making plans and looking forward to next year.

I have a brand new Grand daughter nearly eight weeks old now and still I am not able to visit and hold her. Being isolated from friends and loved ones is hard I know, but staying safe has got to be the priority for all of us. This would have been the 35th Anniversary of our Sunshine Rally and we the committee are now working just as hard on next years event so that we can come back bigger, stronger and better than ever before so please do look out for our new add for next years event and dates coming soon.

Due to our last three meetings being cancelled we have been doing our Lockdown Quiz. For those in our area that were not involved or are not familiar with the quiz, the format is thus. I send out to all of those wishing to take part a quiz paper consisting of 10 questions for each day of the week, the week we should normally be having our meeting. Mon-



M25 East

day - Friday 50 questions in total, each day is a different subject some questions have multiple parts but one point for each question, there is a mystery personality for the week and the earlier in the week you guess the person correctly the more bonus points you will get. There are also 3, 2 and 1 bonus points for the first three papers to be sent back and prizes at the end of it all.

We have at the beginning of June just completed our third and final lockdown quiz. We have had a different champion for each of the three months with the top five after all three events going forward to compete in a mastermind / brain of Leicester & Rutland type competition once it is safe for us all to be once again under one roof (cant wait).

So I bet you are all wanting to know who our three champions are. Well I said this before and I will say it again, in my mind all of those who took part are winners and there will be a bottle of wine for each of you that took part in our lockdown quizzes.

Our Three Champions who can add a box of chocolates to the wine are; **Graham, Neil and Ian.**

Our Third and final lockdown quiz saw ten teams battle it out with eight still in with a chance of making the top five Champions league cup places, trust me it was close and only just decided on the very last day. In no particular order our Champions cup finalists are; **Jean, Mike, Ian, Gary and Neil.**

When can we get back to cars "PLEASE"

With that in mind we are provisionally organising a small run out, laws and club permitting on what would have been the weekend of our Sunshine Rally in August. It will be **TSSC Leicester & Rutland members ONLY**, we will meet at a convenient location, without getting out of our cars, a short run around the Leicester & Rutland area and finishing with a socially distanced picnic in one of our members fields. If you are a Leicester & Rutland member and you do wish to take part but are not on my mailing list then drop me a line we would love to hear from you.

Stay safe and look after yourself.

Dave

M25 East

e-mail: herald1360@btinternet.com

www.facebook.com/groups/152603311545573/

Tel. 07938 526324

Hi folks, wow, halfway through the year already and not a single car show in sight - boo! As suspected the Silverstone Classic was eventually cancelled, as

was the Triumph weekend. The only consolation is that for some of our cancelled events we can roll our tickets over for next year and that means they are already paid for. I'm sort of glad that Silverstone was cancelled as there would have been so many restrictions in place it would have been a shadow of its usual self.

At the time of writing we are slowly coming out of lockdown, they've even made me go back to work, blooming cheek !! I've read here and there that campsites might be opening at the beginning of July. Fingers crossed we may be able to get a few camping weekends / car shows in before the end of the summer. Keep checking our Facebook page or contact me for latest news on shows. All the events listed on our page are still on at that time, I will remove them as soon as possible if they are cancelled.

While we're on the subject of camping - if we do manage to get away it may not be possible for sites to have toilet and washing facilities open. We have bought a pop up toilet tent and a foldable camping toilet with disposable bags for obvious uses. It may be worth investing in these for this year.

And now on to car stuff. We were supposed to have a clutch change weekend up at Barry and Laura's but due to the lockdown it wasn't possible. That meant that Barry's had to tackle it single handed. Latest news is that the new clutch has been installed and he's just waiting on a new gearbox mount to complete it. The Mortimer Vitesse has also had the luxury of being shod with 4 brand new tyres. Brian has also been busy and emailed a few words over to keep you entertained,





M25 East Manchester

M25 East Continues

so, take it away Brian -

"I trust you're all keeping well and busy during the lockdown. No action on Lightning McQueen to report but we have found some jobs on his best buddy Mac the camper. We've now undergone an upgrade to the facilities. Just before lockdown we acquired an Electrolux 3-way refrigerator



from a caravan breakers. The first problem was how to get such a bulky unit into the camper. We decided to mount it sideways and make a sliding galley unit for the cooker above which worked out quite nicely with stowage behind it for the items needed for when you first arrive at site. A larger gas bottle has been fitted under the bonnet together with a heavy duty battery to power lighting etc. and still maintain room for the barbeque/brazier. Now we won't have to rely on an inefficient cool box and the problems that go with it. Unfortunately so far this season we've lost a lot of events which could have had us camping. Let's hope the Northampton Hawaiian camping weekend in July and the Leicester and Rutland Sunshine Rally in August are allowed to go ahead as these are smaller club events and may fit the criteria for outdoor events. Let's keep our fingers crossed. Stay safe everybody and keep sane....."

Thanks for that Brian, much appreciated and we know who to come to to keep our beers cold ha ha. Well, it seems as though peeps are busy with their cars n stuff, I might actually get round to servicing the Herald one day.....one day lol. A little thought I've had is of a camping weekend later in the summer organised by ourselves. Nothing to do with any show, just find a campsite somewhere and chill out for the weekend. Maybe somewhere near the coast

so we can have a paddle in the sea and fish n chips on the prom. Anyone fancy that?

Also, if things are relaxed a bit more this month there might be a chance to do a monthly meeting somewhere. Probably outside and with a bit of social distancing thrown in. Anyway, that's about it for now all the best and hopefully we might actually see each other this month -

John.

Manchester

e-mail: markkilgallon@live.co.uk

www.tssc.org.uk

FB. www.facebook.com/groups/tsscmanchesterarea

Tel. 07954 784342

As we can't hold our monthly meetings, we hold a virtual one weekly every friday evening, "The Winchester Virtual Pub"

where we get together on-line via our mobiles or laptops through the Zoom conference call app,



somewhere where we can wait for all this to blow over, have a few drinks and a laugh. We have a quiz and alternate who sets out the questions, if anybody wants to join in on the fun message me through Facebook and I'll add you to the Winchester group chat page that is set up. Think we've had about eight so far and been a welcome change and a good laugh during these difficult times. We had a week off as people were celebrating VE day.

An update on our members cars, Rob had a couple of paint bubbles on his TR7 bonnet which turned into a bare metal respray, Hugh relined his TR6 millboard boot lining and lighting, Paul's Spitfire has had the roof frame painted with new bushes, also replaced worn spindles in his



Newbury

carbs as wouldn't tick over properly and stripped and painted his seat frames, Craig used the Gunson colourtune on his Spitfire carbs to set up the fuel mixture where you can see the colour of the fuel burning and adjust accordingly compared to a colour chart and said it working really well, he also bought a mig welder to teach himself to weld (his garage is still here and didnt burn down lol), Neil's Spitfire has no dashboard electrics working so has a fuse box on order hoping that will rectify the issue. Steve's not done work on his Spitfire but fitted Duramat rubber flooring in his garage which looks the business. On my Spitfire I've stripped the bodies rear end, sanded ready for a respray. Always willing to try something new, tried varnishing my newly prepared burr walnut dashboard but couldn't get it to set and dry right, so got some crystal clear epoxy resin whereby you have to mix a hardener at a specific weight



mixture ratio, apply via a foam brush and use heat to pop any micro bubbles then let it self level put some small screw in the rear on the wood to raise it off the paper whilst it sets. Really like the finish and should last the cars lifetime.

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

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

Cheers

Mark

Newbury

e-mail: malcolm.hannington@btinternet.com

Tel. 01635 868640

Thank you all for the information on your club cars and latest projects, I must say I am impressed by what you are all doing with your lockdown time.

Roy has been busy with other jobs around the house so no more progress on his radiator surround. The Midge needs a run but Roy is scared of breaking down. Roy is taking lockdown to the extreme and sees himself as a latter day Robinson

Crusoe. I wonder how long his hair and beard is?

Nigel has been using his TR7 a lot since lockdown eased but suffered wobbly steering! He has since fitted new poly bushes to the arms and anti roll bar as the bushes on the left hand side suspension arms were badly damaged, that would be the side Helen sits! The photo 1 shows Nigels TR7 pictured in the Savernake forest.



I actually managed a whole day on my GT6, looking for what I had in the garage I found an old tin of Carmine red touch up paint but it was all dried up. I then came across another tin which I opened and took an inch thick congealed lump off the top. I stirred the paint many times until the colour looked good. I took both seats out and painted the floor pan ready for my new Mazda seats. I also found a can of cure rust which I used around the sills and edges before painting and was very pleased with the results. I also found some spray cans so I may try a bit of spraying.

I am also running for good causes on my 70th birthday and training hard. My feet are playing up but I am determined to keep going. Please make a small donation and comment as I love to read your comments. So far I have raised £1,270 for Newbury cancer care. Look on Kennet radio.com or <https://www.justgiving.com/fundraising/malcolms-marathon?>

My GT6 seems to have disappeared at the garage, they are not answering my texts. I will pop over and check on progress one day. It is handy as all the stuff for sorting is now in the garage.

The TR7 is running well and I have two of my passions back, classic cars and tennis. See photo 2. Tim has had the Spitfire out for a 16 mile round trip on a lovely sunny day. The work on the diff and UJ's has paid





Newbury Norfolk - North East

Newbury Continues



off, no more knocking noises. See picture 3.

Steve has been up to his tricks again with fuel leaking from the new pump when under pressure.

The pump had been put together as rough cast although brand new. Steve smoothed them with a large honing stone and applied a small bead of Hylomar before putting back together. No more leaks and Steve can enjoy his runs out in the Vitesse.

However Sue's kitchen has been put back even further as Steve called out, Sue I have bought another car! Steve won't tell me what she said. Steve says 'Its one of my all time favourites, but its not here yet I have to go and pick it up from Leeds, and it could be a complete basket case. I just had a rush of blood and couldn't help myself'.

It's a T reg Dolly Sprint. See photo 4.

Take care folks, be a lert or at least pretend to be one.

Mind how you roll



Malc

Norfolk - New AO's

e-mail: mike.carroll01@btinternet.com

e-mail: paultsscnnorfolk@gmail.com

Mike. 07954 784342 / 01502 476699

Paul. 07584 000442

Hi everybody, Hopefully July will bring an easing of the restrictions that have prevented us from enjoying each others company and enjoying our Triumphs together. If not then hopefully you have enjoyed keeping in touch by joining in with our Zoom meetings and by contributing to our Facebook page.

During the Lockdown period I worked from home

and even though I had previously used the various meeting platforms that were available after a couple of weeks talking to people via Skype, Microsoft Teams, Cisco Webex etc. working using the internet soon became the new norm so much so that when I returned to work in early June for a couple of days a week due to social distancing measures we still had to use the internet platforms to converse and share information.

As take up of use by Norfolk members has not been high, feedback from yourselves would be useful as to if you wish to continue with the use of zoom. The June meeting was held via zoom and the July meeting will also be streamed even if we are allowed to meet in person in numbers following the guidelines at the time. If you join by zoom you will be able to see fellow members and also the cars in the car park if that is allowed. If you need assistance in setting up zoom then we are all here to help. Just contact any of your AO's and we will gladly be of assistance.

When we get the nod from head office that we are allowed to meet and organise events once again we shall also arrange a few drives out and the drives will end up in places where we can get the chairs out and socialize at a social distance for those that wish to. For those that don't you can just join in with the drive and the rest of the time will be yours.

Keep an eye out for your email drops and also check the Facebook page (TSSC Norfolk) and the main website under events for any updates.

In the meantime enjoy your Triumphs and please let us know how you and the cars are by sending any updates on what you have been up to. A photo with your car is all that is needed.

Take care enjoy the longer days and we hope to see you soon.

Remember even during these trying times. Do more with your Triumph.

Mike, Paul & Christina.

North East

e-mail: geoff.dent14@gmail.com

e-mail: deryck.beadling@yahoo.com

www.tsscnortheast.blogspot.com/

Geoff. 07773 440201

Deryck. 07939 068976

At the time of writing this the boredom is starting to take its toll, I cant do much to the GT as i am still waiting to get it resprayed, my garden is starting to



Northern Ireland

bloom, I have decorated every room in the house that needed doing, I have even started baking to break the boredom, but I have put off tidying my garage.

Some of you may have been working right through, while others have been sitting gaining weight and binged out on TV, I am missing not being able to watch any motor sport, as its all cancelled, roll on July and the Austrian F1

All the events that we had planned to attend this year have all been cancelled, so with a bit of luck now that we can meet in small groups we may be able to put together a run or two, and get some normality back.

The GT6 has had more use in the last 3 months than my moderns, I have used it to do all my shopping and have driven to my local supermarket by a roundabout route every time, (well you have to enjoy the drive.)

Due to the cancellation of our trip to France this year, it has already been mentioned about next years event, most who were planning this years trip have expressed interest for 2021, also interest in returning to Le-Mans as well but there's only a month between events, so might be a push.

Stay safe everyone and we hope to see you soon

Geoff

Northern Ireland

e-mail: heatheranddouglass@gmail.com

Tel. 07707 288233

Blimey what a busy month it has been since my last report. Six bird feeders painted, three chairs, two benches and a tractor seat never mind refurbishing a large dove cot, replacing the slates and repainted, not to mention the daily and weekly checks that are expected of me at our home. Oooooops sorry, I thought that I was doing my monthly household report to Heather and not the A O's report to the TSSC for The Courier. Now that I have started, I will just have to continue, so bear with me. I hope you are all keeping well and staying safe and working hard - on your Triumphs.

Sorry to hear that Stephen (K) was knocked off his bike last month and sustained a broken arm. Thankfully well on the way to recovery and so Elizabeth



Northants

e-mail: nigeljohnehawes@gmail.com

www.tssc-northants.org

Tel. 07879 491778

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 nigeljohnehawes@gmail.com

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

Northern Ireland Continues

does not have to drive him on any of our cancelled runs. As you will have realised things have been very, very quiet within the Triumph scene in Northern Ireland since my report for the June Courier, to the extent I have had no feedback at all from any members on how they are progressing with their Triumph repairs and refurbishments.

Matters have been clarified regarding Simon's Spitfire and how he stood regarding his MOT. Yes, he has been given a Temporary Exemption Certificate for a period of six months with it being extended for a further six months as time progresses.



Just as a matter of interest the following is the up to date information to hand which should be of interest to you as all our vehicles will be due again within the next twelve months. Since vehicle testing was suspended due to Covid 19, vehicles with a test appointment have been issued with a Temporary Exemption Certificate (TEC), to ensure that they may continue to be driven legally on the road. TECs will continue to be issued to all eligible vehicles until vehicle testing services resume. It is thought that it might be in Jan 2021 at the earliest. All TECs will be automatically updated on DVA's system and on the Driver and Vehicle Licensing Agency's (DVLA) system so that the vehicle can be taxed, and MOT details checked. Before the TEC period ends DVA will issue a reminder notice to the registered keeper to book and present their vehicle for test - no hard copy of the TEC issued - but details will be automatically generated from DVA's system for all eligible vehicles. Vehicles whose existing MOT certificate expired from 26 March or will expire before testing resumes again will be automatically exempt from testing for a full 12 months which should help us if the 40 year rule, vehicles of historic interest (VHI), or as classic vehicles, as we know them. Hopefully though the VHI system will be in sooner, rather than later. TEC's will be automatically extended to a maximum period of 12 months from their last MOT expiry date. Before the TEC period ends DVA will issue a reminder to book and present their ve-

hicle for test.

Just for your information, vehicles which are not registered to a Northern Ireland address, are not in the DVA system and cannot be granted an automatic TEC. Unfortunately for some of us who have vehicles whose MOT certificate had expired by more than 12 months at the time of application for a new test are not eligible for a TEC. These vehicles should not be driven on public roads and owners should apply for a test appointment once vehicle testing services resume. It is my current understanding that these vehicles will be amongst the first to be tested, hopefully that will be the case. If I receive any further information on this I will pass on as soon as I receive it.



Normally at this time of year I would be reporting on the results of our Totally Triumph show at Lisburn, the, always well attended BBQ, at Alan and Pam's and our May bank holiday weekend run. This year it was to be based in Letterkenny taking in the Co Donegal area with up to ten cars, and their crews, expected to turn up. So, so sad! Well, what have we to look forward to!

Our 2020 programme shows a meet at Carrick Castle at 8pm on Wed 1st July with a short run to the Rinkha for an ice cream and then a call with Brian (S) and family. It might be possible to do that if we comply with social distancing rules at the Castle and later at the Rinkha. I will consult with Brian regarding the home visit as he has a large garden and by then it might be possible to visit others, still complying with NI directions on the matter.

Our programme shows





Notts Peterborough

us having a run in The Sperrins on Sat 18th July and there is a possibility that we should be able to do it too if all goes well in the next week or two. Like the Rinkha I will keep you posted as to what is happening, taking into consideration the views of those who attend our runs. Hopefully, by Aug/Sept, matters will have improved as I am looking forward to our proposed run to the **Ulster Aviation Club at the Maze, Lisburn on Sat 26th Sept**, and the additional briefing from Brian (S)!

Well, that is about it then for this month. Sorry for the content but it has been difficult to find something to write in the circumstances we find ourselves in. What is that I hear you say! - It was difficult to read too! Might I ask, if you have anything to mention for my next months report, Aug, please get in touch. All will be appreciated.

Douglas.

Notts

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

Tel. 07976 163006

Well, here we are 11 weeks into lockdown. The conditions have been superb and totally classic car friendly but alas until the last couple of weeks they have all been confined to barracks.

I hope everyone in the Notts area is well and safe and raring to go where no classic has boldly gone before, that is of course when we are given the all clear to roam free.

Luckily the last few weeks has allowed us get our pride and joy's out a little with a lot of the Facebook pages I am connected to being littered with photos of classics being used for the all-important shopping trip and general support visits, I must say that has been nice to see. The various TSSC virtual car shows have been enjoyable as well with a lot of cars appearing, I have not seen before. As I am currently the lucky person during this lockdown to still be the custodian and carer of Nigel & Di's Acclaim it has been my duty to keep it in fine fettle, not just over the winter but during this difficult period as well. I must say this is something I have enjoyed doing and finally managed to get it out on the road over the bank holiday



weekend. This was a lovely 40-mile journey around the Vale of Belvoir with my son Sam for company where obviously most of the conversation was about the car and classics in general. (See Photo) After the cars winter slumber and road trip it of course needed a clean and polish, the first of the year. This was carried out with lovely results. (See Photo)



The next task turned to the Acclaim's MOT, despite it getting it's 6-month government MOT extension I firmly believe that an annual MOT is a must even more so after a winter lay-up. I contacted my classic friendly MOT tester and took the car up the day after the bank holiday as I was now confident it was running well for the MOT after being confined for so long. A lovely clean MOT Pass was achieved with flying colours which was of course very good news. I called Nigel to deliver the good news, none of this fazed him as he carried on cutting the tree he was up during the whole conversation.

Sadly, we have still got a cancelled meet for July and no definite dates for any upcoming shows, but who knows what will happen in August & September. Let's keep our fingers crossed. I look forward to meeting up with you all as soon as we can at the Stag's. Look after yourselves. Many Thanks,

Julian

Peterborough

www.tssc-peterborough.webs.com

**Tel. 01778 560507 / 01780 470358
01778 392629**

Well Guys and Gals, mid-summer's day and the longest day of the year are now behind us and as we rush towards the golden fields and harvest - for all of those who can - you need to get out there and enjoy every opportunity to show your treasure. Whether it's Red, White, Blue or Green - let your gleaming Triumph be seen! If you get a chance for a photo to brighten up our days, send us a shot - funny or not!

Another month into these unprecedented times and at the time of writing this article some lockdown restrictions have been eased for the majority - but for anyone shielding or being shielded there is very little one can do still. Steph is a shielded per-



Peterborough

Peterborough Continues

son so all deliveries of supplies are now ordered online and delivered to the front door with a 'ring and run' attitude. Then it's on with the gloves and out with the Dettol and then wipe and leave everything for a little while to hopefully sanitize everything – and then we dispose of all the packaging. This is so alien to me. And as I write this I have just been advised a man in a bungalow behind us has just died and his wife is very ill with coronavirus (50 metres or less away!) – their son has been hospitalised – so Covid is too close for comfort and certainly to be complacent.

Sadly, we heard towards the middle of May that a stalwart regular former member at our TSSC Club nights – **Brian Watson** – had sadly passed away. Brian first joined us in a lovely blue Spitfire Mk3 with chrome wire wheels. This then was moved on for a Spitfire MK1V to later be replaced with a very nice Mk1 1600cc Vitesse Convertible. We always lost Brian for at least one club night a year when he went off on skiing trips till quite late in his life. The Area have sent his family a Sympathy card on your behalf.

Please check your junk or spam box if you are not receiving our regular TSSC Mailchimp message from Charlie. Sadly more of my e-mail seems to be siphoned into the Junk Mail box recently and initially I missed the last one – so I must keep on top of these messages. Please do the same as we try to keep you informed of events if we can.

Onto cheery news!

A new TSSC Member - Mike Hickey - made contact very recently by e-mail and I then asked for his phone no. and we had quite a chat. As he is a 'newby' to the classic car scene I asked him if he would send me a few words.

Hi Doug,

Nice chatting to you last night and hopefully I shall be able to meet you and the rest of the local members in the not too distant future.

I'm a first time Classic Car owner and chose the Spitfire for it's pretty looks, availability of parts, simple mechanics and of course one of the cheapest routes into Classic motoring. I'm not a mechanic but very practical and able to turn my hands to most things as well as having spent my youth breaking, fixing and repairing plenty of old bangers.

I originally set out looking for a chassis off rebuild car as I wanted to avoid costly body and chassis repair work, sadly most of the so called full restorations I looked at were a pile of rubbish not worth half the

advertised selling price. I also looked at a few low mileage original cars however again these were too expensive and outside my budget parameters.

I chanced upon 'Ruby' affectionately named by the previous owner, via social media and from the photos was a lovely looking car with a genuine, enthusiastic and honest owner. However I decided, in the interest of good research, to continue looking at all available vehicles within the budget before finally viewing Ruby. On first sight she was a breath of fresh air, a vehicle that lived up to her description and photographs, after a good inspection and minimal haggling a purchase was agreed.

She is a matching numbers car and comes with a very detailed history with all the paper work, original sales receipt, MOT's and handwritten notes and invoices going back to 1974 and is summarised as;

Purchased in June 1974 for the sum of £1330.99

Changed hands in November 1991

mileage at 46597

Changed hands again in June 2005

mileage at 46752

Changed hands again in June 2013

mileage at 46980

Finally purchased by myself May 2020

mileage at 52849

As can be seen by the mileage readings she is what would be considered a 'rare survivor' being all original with the exception of a full respray and the fitting of wire wheels which was undertaken between 2005 and 2013. I feel privileged to have found such a vehicle and look forward to enjoying my time with her as the 5th custodian.

Regards

Mike

Well there we go Mike, another piece of history for 'Ruby'. Thanks for that little piece and I'm sure we all look forward to meeting up with you and your very nice 'Ruby' – when we are able that is!!

Colin Saunders sent me a list of puns – I've included a few for a 'grin 'n groan' session.

The fattest knight at King Arthur's round table was Sir Cumference.

He acquired his size from too much pi.

No matter how much you push the envelope, it'll still be stationery.

She was only a whisky-maker, but he loved her still.

A hole has been found in the nudist camp wall.

The police are looking into it.

There was the person who sent ten puns to friends, with the hope that at least one of the puns would make them laugh.

No pun in ten did.



Peterborough Scotland North East

I've saved some for you all for another month!!
Keep your chins up folks - and we will meet again.
Just not sure where and don't know when!

Please send us details with what you are up to Behind those Closed Garage doors for our BCG series! Send any tips of products you've found that really worked (possibly beyond your expectations!) - or how you have managed to complete an impossible job.

Steve Abbott has been out and about on a few local trips in his GT6. It's re-taxed and in between work and gardening it has now been treated to a brand new set of tyres. It has also been declared MOT exempt - that doesn't mean it will not be MOT'd for safety reasons! Any photo's of the GT6 in the Tesco car park Steve?

My Subaru Outback has let me down - well the battery has. As we are in shielding lockdown I have started both of our everyday cars every 7 to 10 days and run them in the drive for 15-20 minutes or so to ensure the batteries are kept ok should we really need the cars for any emergency. Well that was the thought!! At this point I have to point out the Outback is keyless entry and starting!! I went to it to start and give its regular run on the drive and lo and behold I couldn't get even get in the darned drivers door as the battery had died. Please note that any advice for doing anything to the vehicle is in the owners handbook. Now where is the handbook - carefully 'locked' in the car's glove box. The 'zapper fob' has a small integral key to be used in cases of emergency. On extracting it and trying to turn the lock - it was to no avail. The Main Dealer advises being very careful and turn it a little harder anti-clockwise and it should go!! Now an emergency key just 1.7mm thick with a pair of snipe nose pliers on the end is not good for ones mental well being. To it's credit - and the Main Dealers advisers too - the stiff lock (not used for 3 years!!) went a tad further and hey presto we have access - BUT only thro the drivers door. Can't get in the boot or anything like that - but at least the bonnet will open to get to the battery! Apparently all modern cars with the latest technology have what is known as a 'parasitic drain' on the battery - and they have 'clever' alternators which will hardly put any charge in the battery if left running on tickover - unless you put headlights on etc. and then they will charge at 14+ volts!??

Technology!

Don't forget if you need a tool for a specific job, there are a few of us who have collected specialist spring compressors, spring lifters, etc. over the years - so don't be afraid to ask us 'Where can I borrow one of those from?' If you are replacing things

such as front suspension springs don't do it in a vice as this can lead to serious personal damage - do Stay Safe. Our contact details are at the front of this section.

In the meantime enjoy the summer - but do Keep the Distance and Stay Safe.

Doug

Scotland North East

e-mail: dannysportssix@btinternet.com

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

Tel. 01224 742315

Hi All. I am hoping by the time you read this we will be in a position to get our cars out on the road and go for a decent drive and hopefully also in the company of fellow Triumph owners. Currently as I write this we are allowed to travel only 5 miles, that hardly will allow the engine to get up to working temperature.

I did however take the Stag out to the supermarket for our weekly shop, I was quite pleased how she ran on the new weber carb conversion. I am looking forward to giving her a good run. I have boxed up the original Stromberg carbs which were in good working order, I will keep these incase I ever want to put the car back to standard spec. It's only a couple of hour job to refit and I took a load of photos and made some notes of the removal process so that should help.

On an upbeat note we have had a great run of good weather, I hope the "Taps-Off" weather will continue when we eventually get the cars out and about.

Have a look at the Grampian Triumphs Facebook page at

www.facebook.com/groups/GrampianTriumph/

and the TSSC Scotland page at

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

Keep up the polishing and stay safe.

Danny

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**

Check with the Organisers



Scotland Central

Scotland Central

Michael. 07725 804602

e-mail: tsscscotland@gmail.com

www.tssc-scotland.org

Jacqueline. 07853 153691

e-mail: Cats26@hotmail.co.uk

FB: www.facebook.com/groups/TSSCScotland



June's Meet Night was cancelled as expected and I suspect this will be the case for indoor gatherings for the foreseeable future, I am still optimistic that we will be able to have some sort of outside meet when we are allowed and at this point, I am guestimating August. It has definitely been a very strange period and I don't think the reality of this pandemic has sunk in, OK we have had much time to catch up on lots of DIY and car repairs whilst giving them the much deserved love that they deserve as sometimes we can just take the beauty of them for granted, and yes I am still talking about our Triumphs and not our better halves. Although!!!

I must admit I am typing this report at the eleventh hour as I have been thinking, what the heck can I write when our meetings and car events have been cancelled? Just as well our area is not just about car talk and that over the years we have a reasonable insight into what interests we all have, Mark and Jackie have their chickens, Richard Porter has his F-Type and retirement, John Kelly has his classic fleet which he can spend loads of time on now that the pubs are closed, Colin Sansome has his walking and cycling, Ian Walker and Alan Wells have mammoth restoration tasks in front of them, Peter has loads of Triumph parts for sale, Ken and Alyson have loads of Triumph parts that they have and are still buying, Chick has his fleet of classics and lots of time to polish them, I will remain silent on the latter and let him break the news to you. Alan Chappell and Brian Leeson have over 65 lockdown and Bob Stewart, well he has a small collection of classics and his teardrop trailer.

Now was that a bit of a filler or what? That is what happens when you guys don't furnish me with in-

teresting information to write, in fact it does not even have to be interesting, therefore you just need to put up with my warped sense of humour, honestly this is the best I can do during this time of lockdown. There is an exception to what I have just said and thanks to John Kelly for providing me with content, as you know John has been building up a fleet of cars over the years and with much fleet comes much maintenance. As mentioned last month there were a few club cars that were caught up in lockdown and John's was no exception. His Herald has been up on axle stands and clean and painted, a brake cylinder that was replaced during the rebuild was seized so that was a straightforward replacement however, the bigger job was the hood seals on the new hood that was fitted last year by our TV celeb Cliff. John could not find a header seal he liked so he used a piece of door seal which sits on the lip along the top of the windscreen frame instead of being attached to the header rail. The same seal was cut into sections and screwed directly to the aluminium trim on the frame rails, this now gives a soft rubber tube seal against the door glass as opposed to the original blade seal. The true test will be when John is allowed to get the car out for a drive, the Herald is due a fresh MOT which John hopes to get done very soon.

On John's non-Triumph cars, the Mondeo has had a previous poor repair on the sill replaced and painted. John has got the Rover running much better as the timing was way off resulting in 15mpg and no power, it's now having a rear calliper rebuilt as it is weeping despite a professional rebuild 4 years ago. John is not too keen to mention the rust and he is now glad it is MOT exempt so it gives him some time to attend to it. The Jag is still a casualty of lockdown and is at a specialist to get some recommissioning done, it was dropped of the week before lockdown and they have only just reopened, they have a backlog of MOT and servicing on daily driven cars, unfortunately John is still waiting on it being given the attention it deserves.

I got the Spitford back out of lockdown from the paint shop, I spent some decent time cleaning the wee fella up and was pretty impressed with the results of my effort. I got 2 new roller garage doors and I am well chuffed with them, well I was until I opened one of the doors to see the spitfire bonnet dented and scrapped, a wheel shaped clock that I placed on the box section of the door that overhangs on the inside had moved with the vibration when opening and closing the doors, it rolled to the end, hit a shelf and bounced onto the freshly painted bonnet. I can tell you that I kicked that



Somerset

clock so hard into next week that I don't think we will be seeing it again. Back round to the paint shop and I thought the painter was about to cry as well, however it has been sorted and had another fresh coat of paint. I am happy with the job considering the price, it is not perfect but more than acceptable and as you know I use my car, well under normal circumstances.

Now you would think there is not much to report on the car show front and you are not far from the truth with all the cancelations, however at this point 2 shows are still aiming to go ahead, **Dumfries on August the 9th and Kames on the 23rd**, keep your eyes opened for more information.

Cliff who organises the display side of the Bo'ness show is relinquishing that responsibility to concentrate on the other aspects of the show, this leaves a position for a well organised person who has plenty time on their hands to step in, if anyone is interested please contact Colin or Jaqui, I can see the queue forming already.

Well that is all from me for this lockdown report and I hope we continue to adhere to the rules that we may be able to meet again soon.

Stay safe, Lets Triumph and ride this out together

Michael

July's 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/>

Somerset

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

Tel. 07850 273823

We are still unable to meet up in the real world but are managing to hold club meets via Zoom. Very successfully too. We might build this in as a additional feature each month. It is a great way to get people across our county together.

Meanwhile, in the real world our area has some resilient and resourceful members and this month we are highlighting a few of the things that have been going on behind garage doors in Somerset.

Firstly Scott, he has been fitting new gaskets and has been able to get his Spitfire MOT'd. Stephen has finally managed to get his 'new' Spitfire home and has begun with a head gasket change as well as lapping the valves. Amazingly Harry hasn't broken anything for at least 4 weeks but has been

working hard on refurbishing a pair of twin SU carbs.

Alan has used lockdown to finally fit the new hood (bought 4 years ago from TSSC Club Shop) to his Herald. I've included his useful instructions here. They also apply to the Vitesse. "I had the hood made in vinyl but without quarter light windows as I've always thought these are a weak point. On mine the webbing which connects the hood frame in the correct position was shot. The cheapest way to replace it was to buy from eBay using the keywords '50mm herringbone tape'. It is available in different colours. If replacing the webbing make sure you measure the distance between the 2 rear rails. You will need to mark the centre of the hood back and front and same on the body (masking tape). This is best done on a warm day in the sun - I was more than lucky on the weather front! If not a fan heater inside the car helps, but make sure it's not near to anything likely to melt! Start at the back obviously the hood is central and the hood binding is 10mm showing under the chrome strip. Moving from the centre outwards gently tension outwards putting the fittings back. Once the rear chrome strip is fitted next is the front. I always lift up the header rail from its shut position by about an inch which gives extra tension when shut. With an extra pair of hands pull the hood tight and with chalk, mark the header rail edge. Its ready to be glued. Start from centre ensuring the chalk mark goes just out of sight under the header rail (again just to give a bit of extra tension again) then pull to the outer edges ensuring the drip channel on the hood is just covering the quarter lights. Also ensure the hood is correct to the frame at the door/window frame. When that all appears ok finish sticking the front header and the hood sides. Then replace the seal extrusions and seals sides and front. When doing this make sure to note everything you've removed to get the hood of so you can replace in reverse".

We will email all members with details of the next Club Meeting.

Looking forward to seeing you all soon.

All the best,

Maggie @ Harry

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



North Staffs Suffolk

North Staffs

e-mail: triumphsportssixstaffs@gmail.com

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

Tel. 07939 603061

There's not that much to report this month due to no meetings and all events being postponed or cancelled.

I hope you are all well and making the best of the weather and time in lockdown, little has changed with the restrictions at this point in time apart from we are allowed to drive where we like but still need to keep up with social distancing.

There seems lots of Triumphs getting makeovers and rebuilds from the various posts on the web, I had an update from Andrew Best who has been in lockdown and been working on the GT6 he recently bought. He says the car is rust-free so it's a case of methodically going around and freshening things up. Last month was the suspension, brakes and steering. Near-side trunnion was about to let go so



pretty well everything replaced! now getting on with the rear brakes and all the UJ's. Then it's a new fuse box and cabling, brake servo service, new steering

column, dashboard re-veneer, carpets, recover seats, re-chrome bumpers.....He says what have I got myself into!!

Stick with it Andrew from the photos you sent looks like you are doing a cracking job (hope Bern will publish some of them here)

I have only got as far as emptying some the detritus from within the Vitesse, it's amazing what you can throw into an open-top car parked up in a garage.

While the weather holds I'm fence painting and path laying when completed, I hope to make some room in the garage now the recycling sites are open

and (there go those Gloucester old spots again) resume work on the car, Again!

My excuse is I have spent most of my time working on the Jag I'm trying to bring back to life but due to lockdown, it has been put on hold.

It's looking very unlikely that any car events will be taking place anytime soon, but by the time you read this, we may be able to find a suitable place to drive to and meet up in some open space or car park for a get together with social distancing of course.

Until we meet again don't know where don't know when, everything is virtual.

Keep safe and do more On your Triumph

Dave

Suffolk

e-mail: suffolk@tssc.org.uk

Tel. 01206 250360

Another month of lockdown has passed and things look like they're starting to ease a little. I have two family members in the pub trade and it seems they are gearing up for them opening again. Hopefully it will mean that very soon, there will be somewhere for the Suffolk enthusiasts of old Triumphs to meet and discuss what we've been up to, over a pint and a plate of chips.

My work on the cars has slowed up a little over the last few weeks. I've got the 1955 Ford Pop running quite well so have started to show some love to the interior. Replacing furlflex seals and adding rubber door and sill seals that have been missing for many years. I'm just waiting on a carpet set, special order for 4 weeks, but once here the cabin will certainly look less industrial.

Chris has been in touch with his current status. Laura has finished the welding on the GT6, to her usual excellent and exacting standards. There's still a little more work for him to do before it can be painted, but it sounds like excellent progress. His latest TR6 is back at home where the big fit out has commenced.

My long term Triumph owning friend Dave has been having a sort out at home and came across





Surrey West Sussex

some photos of when we went to the 1990 Stafford TSSC show in our Spitfires. I was 18 and had only had the car 6 months, but it seemed perfectly normal to jump in it and drive 150 miles to the show without a care in the world. Having said that, the pics show I must have had a few issues as I always seem to be doing something to the car at the stops or at the campsite. It was because of Dave I got into Triumphs and it started a lifetime hobby that still gives me joy, even when the list of cancelled shows and events gets ever longer.

Let's hope we really can meet up soon although I think my pen might melt trying to keep up with what you've all been up to.

Best wishes to you all.



stops in lock down. Fingers Bob headed for the Safe and without blowing the bloody door, made off with blank MOT forms and corporate Le Mans passes for good measure.

Martin had killed the electronic alarm systems and Jeremy had arranged onward sale though friends in the City. Track and Trace couldn't work as coughing was verboten.

It was estimated that kit to the value of £9 16s 4d could never be recovered. A and W now work for Rimmer Bros and Mr Bridges Silver is back on the case. Cheers and see you at Lavender Hill Botley for a debrief.

Cliff.

West Sussex

e-mail: nigelayre@hotmail.co.uk

Tel. 01403 253034

Russell

Surrey

e-mail: cliffdarby256@gmail.com

Tel. 07853 793341

Hello all, here we relay the now infamous story of the great Moss Heist 2020. Jeremy masterminded the audacious plan with meticulous attention to detail. The two gangsters Molls Karen and Caroline were dressed 1967 with high boots and belt width skirts, the security bloke on the door didn't stand a chance, he was babbling about social distancing as he chased the girls around the back of the store to the tune of Bennie Hill. Getaway cars were lined up with decals in mind, two yellow spits, blue GT6s and two red Viteses, Eddie at the wheel of JNP with a cushion. Michael was first through the door in crisp pin stripe demanding to speak with the MD.

With him out the way the coast was clear, Adam and Will were in on the deal and had been working undercover for months, the staff thought Channel 4 were making a documentary about the impact of Brexit on the car industry.

We vaulted the counter and Paul and Guy headed strait for the carburettors, it was all high end stuff, crank shafts, cams and bonnets.

Will was keen to access all body parts so the TR6 would again resemble a car, although he insisted on Lucy Lola draped over the bonnet (flying fortress) and 6 kill transfers on the door for abortive

Despite lockdown continuing, I am pleased to report that May saw a bit more Triumph activity across West Sussex, even though we weren't able to get to any shows or events.

It's great to be able to report that Alan has managed to get dad Roy's Herald running and back on the road. You may recall the saga reported over recent months, beginning with a breakdown on the way back from the NEC, the journey home on a trailer and the fault being traced to a burned out valve. That's all history now, with repairs completed just in time for Roy's birthday. As Roy is isolating at present, Alan was left with the tough job of taking his car for a trip to the seaside - just to make sure everything really was OK, of course.

Glen's been busy working on his 2.5 engined Vitesse, replacing the badly perished crankshaft front pulley, which incorporates a torsional vibration damper. Not only was the old one about to come apart at the rubber bonding, it was for a 2 litre engine. He's also fitted the steel front valance he'd prepared and painted.

Paula's been applying her day job skills to her Spitfire, which is her first classic and her daily driver.

We've reported previously that she was treating her car to a bare metal respray before it turned 50. But now, whilst waiting for the spray shop to finish the body work, she's turned her hand to trimming. In her words:

"I'm a dressmaker by profession and normally I make wedding dresses and corsets, lockdown has put my business on hold and my car has got



West Sussex Continues

stuck in the workshop."

"So I've had the opportunity to take my dressmaking skills into car trimming. It's not so different to corsetry, creating 3d shapes with structured panels finished with top stitching and piping...and I am really enjoying the challenge."

"I'd love the chance to learn more about car trimming and take this to the next level....and I am so looking forward to seeing my car with it's new paint-work and interior, getting behind the wheel and taking my husband out for drives again."

Andy's Spitfire is still getting out a bit, but when he took it out for a short run, he had "a bit of a moment", seemingly meeting himself coming the other way! In fact, it was Keith - new to our area, in his own mk3.

Pic 2

Although we've not been able to meet lately, Keith wrote to tell me that he had recently managed to track down the first owner of his 68 mk3 Spitfire - via Twitter! They have since corresponded and she reported that it is the only car she still thinks about and was delighted to know it is still out and about. That news just about justifies his car getting two more pics this month. Pic 3

shows the original owner in 1968, Pic 4 is Keith in 2020.

My request to area members to recall their favourite moment

with their favourite Triumph produced a few responses - Jess and Iain each picking memories from their early driving days, whilst Glen and I both chose more recent memories that say a lot about the Triumph Sports Six Club.

Glen was spoiled for choice, with an amazing back catalogue of trips in his Vitesse, often accompanied by son Joe's Spitfire. Not many can look back over the last dozen years and cite: 2008 - Stelvio pass, camping at Davos (Davos to Stelvio was Top Gear's best road in the world at the time); 2009 - The Italian Job - to find the tunnel where the blew up the Lambo; 2010 - Our own version of the 10 country run including a few laps of the Nurburgring and back through that tunnel; 2011 - Monte Carlo or bust - Monaco and

back in a week with 2 laps of the track; 2012 - Nurburgring again; 2013 - F1 at Spa then onto the ring once more and overlay that with a trip to the Classic endurance racing at Spa every year bar one from 2011 - 2019.

In the end, he chose Spa 2012, not necessarily as his favourite but certainly his memorable trip. He even managed to keep it down to 100 words!

Glen - 1969 Vitesse Convertible. Spa 2012:

Someone said that overcoming breakdowns are what makes a trip memorable. My son, Joseph and I have been to the TSSC organised Classic endurance racing at Spa many times, but 2012 sticks out when we had the mother of all breakdowns! A heater hose split halfway round the circuit, I was concentrating on the track, not the gauges and the car got so hot it seized! Result, head gasket failure. Recovery? Nah, we fixed it at the campsite. The camaraderie from the all the TSSC members was outstanding and we got home unscathed. Pic 5

John - 1972 Spitfire IV. Laon 2017:

I booked the Laon trip just weeks after acquiring my Spitfire. Although I set off alone, as the only Oxford Area member on the trip, I returned feeling part of the TSSC community, meeting members from around the country who remain friends today, including Dick Twitchen, Paul and Christine Girling, Alan Malley, Jane Rowley, Jess Smale and, of course, the head office stalwarts who bound the trip together, Bern Robinson and Angie Hill.

Jess - 1968 Triumph Herald. First car.

A lovely Valencia blue 13/60 Herald (JJO 748F) with Webasto sunroof arrived opposite my home, apparently being stored in our neighbours carport for a relative. I trespassed, and had seen all over the car, peering in through windows, wishing it was mine.

My 17th birthday arrived and I was given a small parcel and inside was a set of car keys. Look across the road my dad said, your car awaits!. Huge excitement, the first drive in the car, the smell and the sounds and the freedom, never to be forgotten. I had the car for years until she went to the great scrap yard in the sky and I moved into the next era of owning my next Triumph Herald, no 2. of 3, but you never forget your first love! Pic 6

Iain - 1967 Triumph Herald - first drive

One of my favourite memories was on the occasion





North Wales South Wales

of my 17th birthday when I was able to put L plates on the car and legally drive it down our road, albeit kangarooping and frequently stalling - it was utter bliss although my mother may have thought otherwise! That was 32 years ago and I'm pleased to report that I rarely stall it now.

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 (@TSSCWesSussex).

Keep safe - on and off the road

John

North Wales

e-mail: helenahill@btinternet.com

www.wrexhammgandtriumph.co.uk

Tel. 07773 623807

Hi, everybody. With so many events being postponed or cancelled at the moment there is nothing to report with regards to shows or runs. Our M.G. and Triumph group had their first Zoom meeting on Tuesday 5th., and it went very well, so since we cannot have physical meetings this is one way for everyone to keep in touch with friends that are missed so much.

And do remember that we also have telephones, and it's lovely to have a chat and a good catch-up in this way as well. In all the glorious weather that we have been having lately it was good to get the Triumphs out and give them a run to the end of our lane and back to get them warmed up and to make sure that all is working o.k. Geoff Jones had sent us some fuel additive capsules, and these help to prevent the fuel from going off, because as we all know modern fuels are very much prone to do this.

These are strange times that we are living in, but we are still here (so far so good) and hope that we will be able to see everyone soon. So, in the meantime take care, stay safe, and don't forget that you can always contact us by e-mail or telephone if you have any questions.

Regards,

Helena & Roger.

South Wales

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

www.triumphwales.moonfruit.com

Tel. 07802 204068

A lot of rebuilding and refurbishing has been going on in this part of the world with Mike contacting me in a sweat for advice on gauges and how to remove his Spitfire 1500 dash as he found the relevant pages of his Brains Manual has not been printed yet even after 40 odd years. This is a job that is easy if you have done it before and have grown universal jointed

wrists and elbows. I also find a liberal application of Halfords anti-Gravity spray a great help when working upside down in the drivers foot well to get at the thumb nuts on the back of the Speedo and Rev counter as well as all the other twiddly bits and connectors that are buried behind the dashboard. Re assembly is the reverse of disassembly apparently assuming you have not lost or stood on all the bits you carefully put in take away trays and forgot to put the lids on. You can't print experience in a Brains Manual that's why the pages are missing and the books are not twice as thick.

Charlie another recent member contacted me with a big problem in the form of a non-starting Spit 1500. He explained that the engine had been mildly rebuilt and the head gasket replaced the reasons for this was a mystery. His mate Neil who was the hired mechanical experience involved seemed to have covered all the obvious things fuel, spark, timing etc. Then I asked what the individual compression readings were and was not surprised to be quoted less than 90psi per cylinder. Clearly there was a big problem with valves or rings or the engine was just ripe for a rebuild although Charlie said it had run. Charlie was talking about an exchange engine from Grimmers so I advised him to have a word with Bernard Littlewood (TSSC TR4 Reg Sec) at GB Classics to see if he could save his engine by working his magic.

That story is ongoing so might find out by next month but it sounds expensive.

V=IR where R=Rust

I had my Spit parked outside my garage during the warm weather as it gave me some extra space to work in and tidy up the garage shelves. No I won't be providing a picture of the garage, as it looked like the damage after a hurricane in the US. I hadn't started the Spit as it's easy to push out of the garage for access when I need it. I decided to check the car over to make sure all was in order which included starting it up. I turned the key with the choke in to prime the oil circuit, always recommended if the car has been sitting for any length of time, and then noticed that the engine was not turning over as fast as it should in fact it was like the battery was well discharged. I put the battery on charge and assumed that the charge had dropped on the battery as the car had been sat for a few weeks. I left the charger on until it cut off automatically at full charge a few hours later. I repeated the oil prime with the choke in but the fully charged battery seem to have made little difference.

Again I went to start the Spit and found the same lack of power from the starter motor. I was pretty sure the battery was ok, so either the motor itself was the problem or there was a wiring issue somewhere. Disconnect the battery before doing this. Cleaning the battery connectors did not solve the problem so I decided to check and clean every connection from the battery to the starter motor including the bolted connectors on the starter solenoid and the connector lead to the starter motor itself. Again there was little difference so I now suspected the earth path to the



South Wales

Wessex - West Midlands

South Wales Continues

starter motor. For those not familiar with Elec trickery or were reading Shakespeare at the back of the physics class, the earth path in a battery circuit carries the same current as the positive path so the connections are just as important although not as obvious. Any corrosion in the form of rust or insulation in the form of paint acts as a high resistance to the flow of current or specifically electrons.

Remember Ohms Law Volts = CURRENT X RESISTANCE well the R can also be for RUST where rust is also a pretty good insulator.

In the process of cleaning all the earth connections from the battery to the starter motor I found the problem which had been well hidden. On the 1500 Spitfire the braided copper earth cable which is not insulated runs from the negative terminal of the battery to the side of the battery box web where it connects via a bolt to the car bodywork or tub. A second braided copper cable runs from this point to one of the bell housing bolts as the negative path to the engine block. As I removed this bolt to clean the connection I noticed that it was caked in rust or at least the spire washer was corroded. This was the probable source of the problem so I cleaned up the bolt and the crimped contact on the braided copper cable and put a new spire washer on. I also wire brushed the bell housing around the bolt hole and reassembled everything making sure it was tightened correctly and sprayed a little bit of cavity wax on the contact as it stops further corrosion in the future. I reconnected the battery and pulled the choke out and the starter motor was back to normal. The Spit fired up as normal and everything was back as it should be except that I was mystified as to how that contact had progressively and very slowly corroded over time. I guess you learn something new no matter how long you have been tinkering with classics.

I would much rather find the problem on my driveway than at the side of the M4 I thought to myself, another lesson learned.

AL

Wessex

e-mail: trevorcarlyle@btinternet.com

or e-mail: berry223@btinternet.com

www.triumphnewforestrun.co.uk

Tel. 01425 475376

We've all got our own thoughts on the current situation, so I will not bore you with my opinions, especially living in Dorset and the problems they have had, especially at Durdle Door.

Fingers crossed did not help and was not enough to save some of the events later in the year, basically 2020 is cancelled. **Le Mans Classic**, 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, including our government's two week quarantine, which surely will not still be in force? **CANCELLED!!** Bath Festival of Motoring, Bournemouth Air Show & Dorset Steam Fair. As of 5th June, Beaulieu has opened up it's grounds & gardens for pre-booked visits with a maximum of 500 visitors per day at a reduced entry fee, the Motor Museum and other attractions remain closed and all special events up to and including 5th July have been cancelled or postponed. It looks very much that they are deciding on a monthly basis. Beaulieu Auto-jumble, 5th - 6th Sept, no decision yet, that also goes for Swanage Railway, 11th - 13th Sept, but as we have not made any financial commitment to either, which for Beaulieu is not just the entrance charge, but also the cost of the stall, car passes, etc., what ever they decide, we can make our own choice nearer the time. As is being constantly said, things are changing by the day and might of moved on considerably by the time this report is published! As for the quizzes, a modicum of success for the first couple, but after that, interest seemed to fall away, so there was no real reason for continuing. I have read & re-read this report more times than any others, trying to keep it up to date and make it sound a little bit more jolly and uplifting, as you can see, have failed miserably! What else can you say, we have all been affected in someway or another in varying degrees. 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!). **Please note:-** July meeting, under review, doubtful, but you never know!!

All the best and keep safe,

Martin

West Midlands

e-mail: heraldhabitat@hotmail.com

Tel. 07505 110922

Hi everyone, A bit quiet here in the West Midlands, we have been meeting regularly on Zoom, we have a new member who has bought a local car and has been quite surprised that we know the car and a lot of it's history.

Work has ground to a halt on GiGi my early 1200 convertible because of the lockdown, but have recently been able to take MOE (My much modified Mk1 2000) for a drive out. It had a top half engine rebuilt which only returned the day before the world ground to a halt, it's a lovely drive.

Take care stay safe.

Chris