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THE COURIER NUMBER 482 AUGUST 2020 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 482 AUGUST 2020



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Tom Hartley - Director



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THE August 2020 COURIER

Price £3.50 Free to Club Members.

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THE DANDY OWNERS CLUB
LEAVING SUNSHINE RALLY
PICTURE FROM PAUL GIRLING

Courier Copy/Area news



Editor. Bernard Robinson

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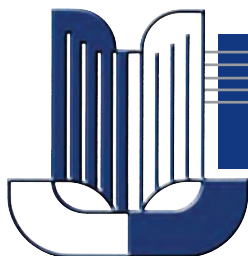
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THE GET OUT

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TSSC OFFICERS

Triumph Sports Six Club

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

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Do more with your Triumph ?

Hi Folks, All at HQ and all of CoM hope that this edition of the Courier finds you all in good health and staying safe.

First off, on behalf of us ALL may I pass on our thanks to our team at HQ. Angie and Bern have been working under very difficult conditions to help keep us up and running. Bern has been producing the Courier from home along with doing many, many online valuations. Angie has had all the calls to HQ directed to her mobile to keep the communication lines open. She has also been working her socks off processing and sending out the many club shop orders we have taken. Thanks HQ you have done an outstanding job for the Club during very difficult times.

I'm sure that the Lockdown has had many of us doing those jobs that we have been putting off and off. Many members have rediscovered how great our Club Shop is. We only stock and sell the best products that we can find and pass these benefits onto you our fabulous members. When we reopen the Clubs HQ to the members and the public please be reassured that we have taken the Governments guidelines into consideration and completed the necessary tasks to help you feel safe and protected.

All of our social media platforms have played a massive part during the Lockdown, as they always do. One platform that a few haven't experienced as yet is the TSSC Forum, <https://forum.tssc.org.uk/> This is a fantastic place to log into which covers every aspect of our cars. You will always get a very informed answer to any question and many times supported with technical drawings and diagrams. Make a point to have a look at the clubs Forum, if you can't find a listed answer to your questions then please just ask.

As I'm writing this it's been three days since the Government had lifted a lot of the current restrictions due to the Lockdown. Pubs, restaurants, non essential shops, hair salons and other various outlets are now allowed to open their doors once more. Having said that I hope that the restrictions haven't come back into play since writing this CoMment, lol.

Since the lifting of restrictions a lot of us have finally managed to get our cars out of their hibernation and out on the road where they belong. Many areas grasped the weekend following the lifting of the Lockdown with both hands and enjoyed some great runs and get togethers with other fellow members. I'm sure that all members still adhered to the Governments social distancing guidelines. Although many events have had to be cancelled due to the Corona Virus many online things have taken place. We will have a virtual Inter Club Triumph weekend taking place in August, so watch this space. One of our jewel in the crown events that has been postponed is of course the 2020 Le Mans Classic. All those of you that were planning to go this year know, the event has been rescheduled to 2021. All booked members will have received an email from Angie asking you whether or not you wish to move your ticket to 2021. If you haven't replied or indeed not received an email from Angie please reply or make contact with Angie at HQ asap.

Well that's about it from me Folks, sorry if I made a few of you nod off but with a very quiet season so far the subject matter is a tad light on the ground.

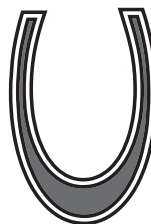
Take care, stay safe and.....



.....**Do more with your Triumph!**

BY MARTIN HUGHES

TSSC COUNCIL OF MANAGEMENT



EVENTS CALENDAR

e-mail courier@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

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
CANCELLED

SUN 27 SEPTEMBER 2020
TSSC HERTS & BEDS. IWM DUXFORD PICNIC
A SOCIALLY DISTANCED
BRING YOUR OWN PICNIC
MUSEUM OPEN
CONTACT PETER 01582 750943
peter.h.lewis@ntlworld.com

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 31JULY SAT/SUN 1/2 AUGUST
SILVERSTONE CLASSIC 2020
CANCELLED
www.silverstoneclassic.com

September 2020
SAT/SUN 5/6 SEPTEMBER
BEAULIEU AUTOJUMBLE
CANCELLED
www.beaulieu.co.uk

SUN 20 SEPTEMBER
ANNUAL TRIUMPH PICNIC & HOG ROAST
HOSTED BY
PRE 1940 TRIUMPH CLUB
WALTON HALL HOTEL CV35 9HG
TEL 01789 8424524

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 Pictures attached.

£15 Payment By BACS Transfer only please as This is much more Secure than Card details.

Sort code 53-81-46. Account number 87120461
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Please put Name & Membership Number on the payment for reference. Thank you.



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TSSC
INSURANCE
PANEL

Footman James
and son insurance

Peter James
and son insurance

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 if 4 Litre	Painted	Year of Manufacture	Number of Mileage at date of first valuation	Date of purchase	Purchase Price

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

Body	Paintwork	Chrome	Clasico	Interior	Engine	Transmission	Electrical	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 meet A1+ TOP CLASS and with this effort to be considered to be Concours.

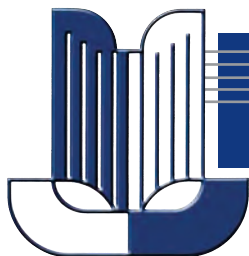
A1+ TOP CLASS: The vehicle must be in excellent condition with bodywork clean and free from rust. The vehicle components should be free from any rust and should work efficiently.

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

A3 SERVICE: The vehicle must be in a satisfactory condition and be capable of satisfying an 'hot' but requirement.

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

Provided the details and member's valuation are in order, it will be accepted. If the Club Car has been over or under valued by the member, or more realistic value has not yet been submitted successfully, in the event of a dispute, the Club will require more information or a personal inspection.



NEWS REVIEW

Monthly News of a Triumph Nature

Yorkshire Dales Run Cancelled

Hi all. Alan and I have decided that it just isn't going to be possible to run the Dalesrun this year. So we are turning our efforts to the 2021 event.

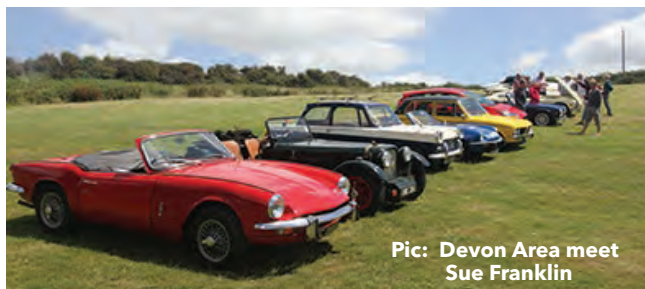
We will announce the date later in the year.

Hope to see everyone in 2021!

Richard Briscoe.

TSSC Area Meetings

Looking on social media posts it's looking like we are starting to arrange small trips out.



**Pic: Devon Area meet
Sue Franklin**

It is so nice seeing the posts, we know and have spoken to Area Organisers that we must still maintain social distancing following the Government guides at all times.

We are happy for areas to meet socially distanced and following government guide lines, which currently six people can meet but A/Os need to check with their pub land lords & land ladies.

Think it will be difficult for the areas to do pub meets but fish and chip runs, picnics etc should be fine. Please keep your runs to your local members in your area.

Stay safe hope to see you all soon.

Nigel & Di

TSSC Area Liaison Officers



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e-mail. clubshop@tssc.org.uk

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FREE set of Brake Pads! To suit
either Type 14 or Type 16 Imperial or
Metric Brake Calipers - State Which
PADS WORTH UPTO £18.00 set**



P & P 2Kg



INTERNATIONAL LIAISON

JOHN LAY & JESS SMALE
international-liaison@tssc.org.uk

New Secretaries!

Many of you will remember that Dave and Jo Beardsley jointly held the roles of International Liaison Secretaries from 2015 until they stood down late in 2019. They did a great job of pulling together reports from our international community, strengthening our network of International Contacts and occasionally meeting up with them - both in the UK and abroad.

Having missed seeing their reports in the Courier, we have bravely offered to step into their shoes, to try to ensure that our international members are recognised and supported and to maintain the network of contacts. We will aim to include reports on anything from shows, to club meetings to car rebuilds to new members and would love to hear from anyone out there in the TSSC world, just email us on:

international-liaison@tssc.org.uk

We are **John Lay and Jess Smale**. Some of you may know a little bit about us, and our cars, but to give you a bit more background, we'll say a little bit about us and our classic car histories.

I am John, I live near Petersfield, in Hampshire. I have had a passion for cars and motorcycles from childhood, no doubt inspired by my childhood pedal car (I still have a lovely photo

of me beetling along) and by growing up with my father's cars, which included Jaguars, Aston Martins and a very rare Marauder (now in the British Motor Museum at Gaydon). I also have fond memories of travelling in - and on a couple of occasions actually being allowed to drive - his Mk II 2500 PI.

My love affair with motorcycles has been pretty much unbroken, and continues, still ranging

motorcycle clubs.

On the car front, after many years with only a modern car, I returned to the classic car fold only recently, when I acquired



from European tours on a modern Triumph to local trips on a 1950s Royal Enfield. I am a member of a couple of classic

my 1972 Mimosa Yellow Mk IV Spitfire, in 2016.

This car was only my third classic convertible and my second

Triumph - I also owned a red TR7 fhc in the late 90s.

I joined the TSSC as soon as I bought my Spitfire, so have been a member since 2016. I am currently a regular at both Southern and West Sussex Area meetings. As well as attending Area organised TSSC events, including SEM and the first Oxford Camping weekend, I have taken my Spitfire to each of the big annual TSSC events that have taken place in that time (Santa Pod 2017, Shelsley Walsh 2018 and Stratford 2019), and have travelled with the Club to the Laon Historique in 2017 and 2019 and to the Le Mans Classic in 2018.

I am Jess. I live in West Sus-

sex and have been a TSSC Member since 2015. My dad was a driving instructor for 45 years and Triumph Heralds,

Toledos and Dolomites were some of his many driving school cars, hence I guess I fell in love the Herald!



I have owned three Heralds, and my latest red convertible 13/60 now with a 1600 Vitesse engine and 5 speed gear box is far from original but good fun. While at SEM in 2018 I came across one of her original owners quite by chance, from way back in time, and found out lots of her history and latterly some interesting photos which was great. I have a passion for classic cars and definitely

love a road trip and adventures abroad. These have ranged in a variety of cars from driving over the Stelvio pass and on down to Monte Carlo and back home via the Circuit des Remparts Angouleme to the Circuit des Ardennes, through beautiful areas of France and Luxembourg.

I attend the West Sussex Area monthly meetings and have greatly enjoyed many TSSC organised events, such as SEM, Isle of Wight Weekend, Triumphfest, Laon and Le Mans.

As we begin the process of refreshing the International Liaison role, we ask for your support as we pick up the role and hopefully start to:

- Maintain and build links with the TSSC's formal International Contacts
- Bring news of cars, events and activities to the wider TSSC community
- Ensure that our overseas members receive a warm welcome at our UK events
- Get to a few overseas events ourselves (at our own expense, of course!)

We especially look forward to hearing from any TSSC member overseas who has a story, news or pictures that they think



could be included in the Courier.

We can be contacted on: international-liaison@tssc.org.uk

Jess & John

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Mk 1/2/3

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

ANDY COOK gt6@tssc.org.uk

G/Box Tunnel Replacement

Part 1 - Preparing new tunnel cover

I replaced my old original fibreboard GT6 Gearbox tunnel over 30 years ago, the original had definitely seen better days. However, the Fibreglass replacement never fitted particularly well so even with a thick foam seal probably let far too much heat and fumes into the car. It's also been out so many times over the years for several gearbox replacements, clutch assembly replacements, clutch slave cylinder rebuilds, overdrive wiring replacements and gearbox remote rebush replacements that it's started to get tatty. I did fit a rather crude hardboard hatch to access the gearbox oil filler years ago otherwise it would have been out even more times when checking, changing or topping up the oil.



Hatch to access the gearbox oil filler in my original gearbox tunnel.

A few years ago, most of the Triumph Suppliers started selling a much improved ABS moulded gearbox tunnel cover, having spoken to many owners who have fitted these newer versions it was confirmed that the quality and fit it seems are excellent.

I had been experiencing issues with an imprecise gear change on the car and the gearlever had become a bit loose in operation, when this happens it's usually due to the gear lever and

remote bushes being worn so time to replace these, a job that needs doing every few years on most Triumphs. I also had some problems with my clutch hydraulics less than two years after replacing the seals due to failed seals in the master cylinder so I wanted to replace the master and slave cylinders with New Old stock original items. The quality of the modern replacement seals is not really very good (like all rubber components for our cars) so I thought I'd look out for new old stock units. As the tunnel would need to come out for both jobs I decided it would be a good time to replace the old tatty fibreglass unit with one of the new quality ABS versions.

I've previously covered rebuilding the clutch hydraulics in the February and March 2018 GT6 Register and the gear change rebush in the May 2015 magazine so this article will focus on the replacement gearbox tunnel cover.

I decided to modify the new tunnel with a hatch to access the gearbox oil filler, but make a better job of it this time with a textured ABS plastic cover plate.



ABS Tunnel as supplied

Here is a list and pictures of the parts I used.

New ABS Tunnel, part number of original 709862, part number of the ABS version tends to be the same with a suffix of "SAP", "PL" or "P" depend-

ing on the supplier.
Gearbox tunnel Seal Kit, part number of original
part number 71356



Seal kit



Gearbox tunnel fixings kit

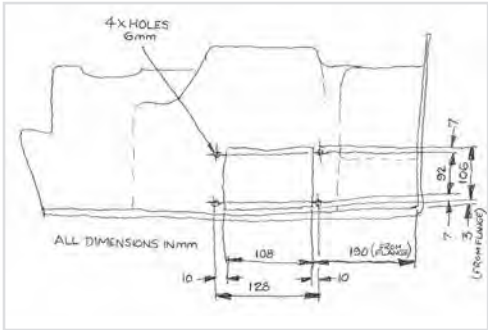


Textured ABS Sheet (from ebay)



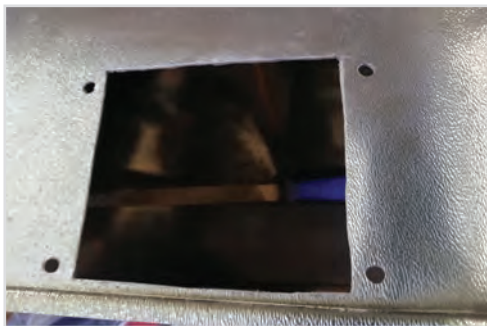
**M5 spire nuts and stainless fitting
(designed as motorcycle fairing fittings,
from ebay)**

The first Job was to modify the cover for the access hatch. The piece of textured ABS sheet I obtained from eBay was supposed to be A6 paper size, 148 x 105mm, however it came up slightly wider at 148 x 112mm. Rather than cut it down I used it as it came as it would have the advantage of a slightly bigger access hole. I marked out the gearbox cover carefully, firstly drilling 6mm holes for the fixings at a spacing of 128 x 92 and then cut a hole 108 x 106. I cut the hole by drilling holes near the corners, cutting a slightly smaller holes using a hacksaw blade and then finishing off with side cutters to get it to the right size and smoothing off with a file. Dimensions and approximate position in the drawing below.



**Dimensions of cut out and fixing holes
in the tunnel**

I then drilled the holes in the ABS hatch cover plate to the dimensions below.

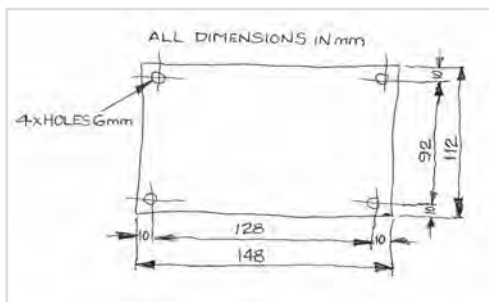


Cover with the hole cut out and fixing holes drilled.



Hatch cover fitted in place.

Then the hatch cover was screwed into place. The footrest from the old tunnel needed fixing holes drilling, I used the footrest itself as a template to drill the 3 holes.



Dimensions of Hatch cover plate



Hatch cover plate drilled.



Footrest holes drilled.



Spire nuts in place



Footrest fitted

The M5 spire nuts were then fitted to the tunnel.
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Next I fitted the seal kit, the kit included 2 seals a long wide shallow "C" shaped seal and a nar-

the over tunnel section at the rear. I fitted using double sided tape, I could have glued using contact adhesive such as Evostick but I decided double sided tape was less messy. I also cut holes in the seal corresponding to the fixing holes in the tunnel cover.



double sided tape fixed ready to accept the seals



Cutting the seal at the fixing hole position



One side seal fitted.



"L" shaped seal along the front face



"L" shaped seal along the front face

Part 2 of this article on the actual replacement of the cover will be featured next month.

Email from a Two GT6 owner.

I received an email from member Hugh Gregory who owns two GT6s and thought it would be good to share.

"Dear Andy

Firstly please keep up the good work with your articles in the Courier on all things GT6 related. I really enjoy reading about other cars and the detail info (e.g. wheel variations in March 2020) is really interesting to me. (Sad but true!) I thought you might be struggling a bit for "stuff" as all the shows etc are cancelled so here are a couple of piccies of my two old girls.



I bought them from the same lady in 1992 and 1996. The second one replaced the first for her and then she became pregnant and I guess the GT6 is not a suitable car either when you are in the later stages of pregnancy or when the baby arrives. I still correspond regularly with her ex-husband who is an Alpine owner. All my 3 children learnt to drive on these two cars in our field and



they did get into a sorry state - I used to take them to work to knock the mud out over the potholes. They are both in good nick now and have had a garage (much to my wife's disgust as she can't put her car inside in the winter) for the last 26 years and are mechanically excellent and a pleasure to drive (most of the time!) - when there is anywhere to go - currently only the supermarket fortnightly. They both have all their original numbers and are generally as they left the factory except that the chassis (what is the plural of chassis?) are powder coated as are wheels, wishbones, air boxes etc.

Chrome has all been redone on the original bumpers etc although I am not sure that was worth it - might have been better to buy replacements possibly? Professional resprays when body was off - one good the other not so good finish. One has had a replacement bonnet complete - the old perforated all over bonnet sold on eBay and was picked up and moved to Germany a

few years ago. It seemed daft to me as it was bad - almost no lower panels left and the front edge gone from one side to the other.

We do normally attend the Edenbridge Motor Show (Edenbridge was the long time home of John Surtees) and there is a good collection of cars normally. Just out in the sticks here my neighbour has 3 MGs (TA, TF and B) all immaculate and another neighbour has a Mk1 Mini which is largely untouched as well as a Morris Minor which I have never seen in the light of day. Once again please keep up the good work!

Hugh Gregory

From the Archives

This month's picture was from 10 years ago in August 2010 when I was invited to take my GT6 along for a photo shoot and road test for Practical Classics magazine in the New Forest. The feature it was being photographed for was published in November that year entitled "Cover Versions".

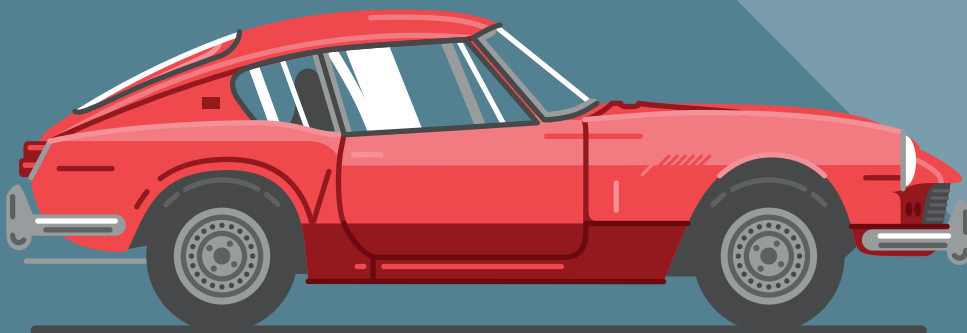
It was a comparison test of "tin topped" British Classics for the Winter.

It was comparing my GT6 with fixed roof versions of a Sunbeam Alpine and MGA.

Andy



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Caliper repair kit inc pistons type 14	£22.50
Caliper repair kit inc pistons type 16P/16PB	£32.50
Recon exchange caliper type 12	£55.00
Recon exchange caliper type 14	£45.00
Recon exchange caliper type 16P/PB	£62.50
Brake pads type 12	£15.00 set
Brake pads type 14	£10.00 set
Brake pads type 16P/16PB	£12.50 set
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TR7

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Brake discs TKC780	£17.00 each
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Recon exchange brake caliper	£50.00
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STAG

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Recon exchange J Type overdrive	£450.00
Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£29.00
Rear wheel bearing kit	£22.50
Service exchange drive shaft 311914	£250.00
Recon rear hub assy (exchange)	£150.00
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
Rear wheel cylinder GWC1211	£15.50
Viscous fan coupling TKC101	£85.00
Stag Mk II Royle style wheel trims	£100.00 set

TR6

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Rear quarter bumper 910158 O.E LH Only	£95.00
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Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£75.00
Front trunnion 142377/8	£35.00
Top ball joint GSJ131	£10.00
New Brake servo	£125.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£62.50
Brake pads early/late type	£12.50
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Recon drive shaft assy (exchange)	£250.00
Recon rear hub assy (exchange)	£150.00
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Dash top cover 714482	£55.00
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Rear lamp assembly 208532/217025	£49.50
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Recon Exchange Diff (NCW&P)	£550.00
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Sills non original. 903097/8	£65.00
Sills O.E. 903097/8	£103.00
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'A' post lower filler panel 706288/9	£30.00
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
Rear wing non O.E.	£220.00
Rear wing front repair panel	£35.00
Rear wing rear repair panel	£35.00
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
Rear outer wheel arch 909661/2	£127.50
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Window regulator glazing channel	£75.00
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Rear brake lever 123135	£6.50
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Clutch kit GCK160	£77.50
New distributor 1500 (exchange)	£59.00
Recon distributor 1500 (exchange)	£60.00
Distributor cap Mk IV	£6.00
HT lead set	£8.00
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Wiper motor (new)	£45.00
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Seat cover set, brown houndstooth material	£140.00
Gearbox tunnel retaining plate 808383	£1.80
Wheel arch to bulkhead seal 613666	£3.00
Hoods vinyl inc zip window	£175.00
Inertia seat belts less warning light wire	£85.00 pair
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GT6

Bonnet assembly Mk II 908116 less tubes	£1,500.00
Bonnet assembly Mk III 913766	£1,550.00
Front wings Mk II 908113/4	£140.00
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Dash veneer set Mk III 820073	£160.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£75.00
Seat belts	£85.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£42.50
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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Track rod ends	£9.50
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Clutch kit	£80.00
Recon (exchange) water pump GWP201	£29.50
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Recon exchange brake caliper	£65.00
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Distributor cap 1300/1500 GDC136	£4.75
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Sprint gearbox (exchange)	£450.00
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Gearbox exchange 1300/1500/18/50	£425.00
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Dolo 1500/18-50 brake shoes GBS746	£20.00
Dolo 1500/18-50 wheel cylinder GWC1502	£15.00
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STAG

PHIL WILLSON stag@tssc.org.uk

A Brighter Future

Lighting technology has moved on in recent years as more and more brightness has been squeezed out of LEDs by companies such as Cree.

There are some excellent products out there that can be used on our cars but you will find it beneficial, even if sticking with conventional bulbs, to ensure that the light fittings on your car are clean and in good order. So that is where I will start. I actually removed the units from the car but this work can be done with them in situ.

The headlight lenses can be **GENTLY** prised off with a fine



Pic 1. Lens fixing lugs

pointed end. You only need to work one pair of them, top or bottom. The lenses should be

you are at it.

Then examine the state of the reflectors around the bulbs. [Photo 2](#) shows the state of the reflecting surfaces around the reversing lamp where one is much more corroded than the other, but neither is exactly good. [Photo 3](#) shows the plastic reflectors around the indicator and brake/sidelight bulbs. I don't know if these varied during production, but mine were painted in a matt silver colour, having little or no reflecting properties.

So, these all needed improvement. I rubbed down the corrosion on the reverse lamp reflector, right in [photo 2](#), and then degreased all six surfaces. I used some good quality self-adhesive aluminium tape to cover each reflector in turn and the final result is shown in [photo 4](#). In order to fit around the curved surfaces I used four smaller pieces of tape. It's not



Pic 2. Reversing light 'reflectors'

screwdriver. There are two plastic lugs ([photo 1](#) shows the position of two of the lugs) along the bottom and two at the top of the lens, as well as one at the

carefully cleaned with soap and water or, if they are cracked or damaged, as mine were, you can buy replacements.

Get new gaskets as well while



"mine were painted in a matt silver colour, having little or no reflecting properties"

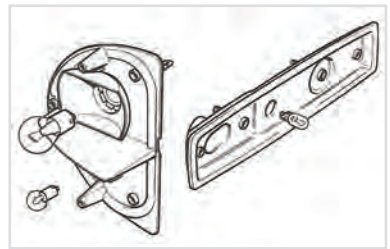
Others have tried using the high gloss chrome paint that can be bought in aerosols and had some success but I have never got on with this product.

Pic 3. Indicator and brake/sidelight 'reflectors'



Pic 4. Aluminium tape applied to surfaces

perfect but it's a vast improvement.



Pic 6. Front corner and wing lamps

The two ways of reassembling the light units are shown in [photo 5](#). If you are going to use appropriately coloured LEDs then you can probably get away with not refitting the orange and red filters. This gives a more modern look to the lights and is a valid option but I decided to



Pic 5. With or without orange and red filters



Pic 7. Better Car Lighting indicator kit

stay with the original setup.

Moving to the front of the car, the reflectors used for the main indicator lamps (picture 6) are a bit shinier than those at the back so you can stay with them or apply tape or paint. The front sidelights

bulbs so Gil at BCL swapped them over for the higher brightness ones shown in photo 8, for payment of the difference in price.

There is a brighter version still but I decided that was going too far.

The kit also included two orange lamps for the repeater and two new relays suitable for driving LEDs, one for the indicator circuit and one for the hazard flasher circuit.

These are a pin-for pin direct replacement of the originals and worked fine. They are capable of running LEDs or ordinary bulbs or a mix of both.

Note that the new flasher units will flash at the same rate regardless of how many lamps they are driving from a minimum of 0.1 Watts up to a maximum of 150 Watts. That's a range of almost no current (10 milliamps) right up to about 12 amps (equivalent to about seven 21 watt bulbs).

The one downside is that they will not show you when a bulb has failed whereas the old technology units flash at a very different rate, if at all, when something goes wrong.

So, you need to do your lighting checks regularly, which you do anyway, I'm sure.

At the time of writing, some of the lockdown restrictions are just beginning to be eased and some local informal car meets are starting to happen.

So, go easy out there and let us hope that the situation continues to improve.

Phil



Pic 8. The higher output flasher lamps

and the indicator repeaters don't have a shaped reflector at all. So I just applied shiny tape to the surfaces around the bulbs to try to improve things. Photo 7 shows the LED indicator kit that I bought from Better Car Lighting. I didn't find the orange lamps any improvement over the standard

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By the left... right... left?

I'm still spending time over lockdown sorting Herald parts, the sandblaster is now up and running again.

Between derusting and re-painting, I'm now the proud owner of some of the cleanest, tidiest Triumph spares in the country. I've found things that I never knew I had, and plenty of other things that I know I have, but don't know exactly what they are, or where they fit, so I've been doing a lot of detective work, which is great fun especially with sufficient coffee.

I've blasted a lot of suspension parts and they come up a real treat, but when I try to work out what side they're from, it's not so easy. Later Herald 1200s and the 13/60 had easily-recognised front vertical links, but pre-1967 1200 Heralds have a simpler design and it's not easy to tell left from right if they're off the car ([pic 1](#)). Some of the currently available replacements have an identifier on the front edge - either a large R, or a large L - so you know what

**" I'm often asked
how tight trunnions
should be fitted, and
the answer here is:
as tight as they
will go. "**



Pic 1.

side they fit. Mine don't. Some have a serial number along one edge ([pic 2](#)), but on mine it has worn away over the years and so is no help at all. One way would have been to tell by the steering



Pic 2.

link, which can only point forward, but on these earlier versions, the link arms have all been removed prior to blasting.

So: how to tell left from right?

I discovered that the easiest way is to look at the threads. The design of Herald front suspension and steering means that the sides are handed, and the trunnion threads run in opposite directions. Putting two links back to back and comparing the threads will show that for opposing links, the threads run in op-



Pic 3.

posite directions; for same-side links, the threads run in the same direction. If you look at the photo of the two opposite links ([pic 3](#)) you can see that they slope upwards and the higher edge of each thread is on the side of the grease nipple. Put them in the same orientation and the threads will slope in opposite directions. I had to check so many times that this was not simply an optical illusion, but even the first photo of the early RH link the the later LH link confirms it. In

cator letter, so for help, turn to the trunnion. Trunnions are handed, to suit the differing threads of the two opposing vertical links. Whilst some trunnions are cast only with a serial number, which tells which side they fit only by cross-referencing, others are very helpfully marked somewhere on the body. This one from my spares pile has the letters OS, for off-side, and sure enough the cor-



Pic 5.

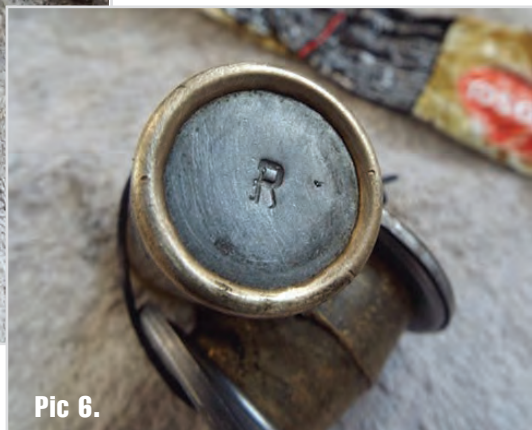
responding version has the correct NS or nearside marking ([pic 5](#)). This one is different still,



Pic 4.

the second photo of two same-side links, the threads slope in the same direction, downwards to the left ([pic 4](#)). This will help, for example at an autojumble, where you select two different vertical links from a pile, and know that you have not bought two of the same side.

Now: which is which? You've now got a pair, and they should be one for each side, but neither serial number nor helpful side indi-



Pic 6.

and has the letter R stamped in the base ([pic 6](#)), and there will also be a corresponding version stamped L, and the easiest



of all just says 'right' (pic 7).

If I therefore take the OS trunnion, it will fit only one of the vertical links, and thereby confirms that the one I'm using is for the offside. To check, I try it on the other side, and it does not screw on, but the NS-stamped version does. I can double check with the L and R versions, which will fit NS and OS respectively. Links are therefore identified as a pair, and can be fitted to my convertible.

I'm often asked how tight trunnions should be fitted, and the answer here is: as tight as they will go. If you screw a trunnion onto a vertical link, it will tighten right to the top until it can turn no more. With the stub axle pointing forward, release the trunnion backwards until it is directly opposite the stub axle and behind the vertical link. Now try a turn left and right. If it turns freely, great. If not, try another turn. The [photos 8 and 9](#) show the difference



one turn makes at the top; [9](#) is too low and there is room for another turn.

Remember that the steering will never reach a right-angle, so a 90 degree turn of the trunnion from straight-ahead is more than the car will ever do. If the trunnion moves freely in either direction, through the corresponding arc of the wheels, and does not become stiff, then it's correct. Too much of a gap will strain the threaded section. The rubber cap should be tight but not crushed, it's to keep water out of the oil, so should be sealed with no appreciable gap at the top, but not squashed to destruction.



I've tried over the years in both the GT6 Register and the Herald Register to avoid repeating myself, but the subject of trunnion oiling is one that sometimes has me smiling wryly to myself, especially when members talk of this or that horrendously expensive and often rare grease gun that they've sourced for trunnion oiling. It's oil you're using, not grease, and flows much more easily. Why try to squeeze an oily camel through the eye of a greasy nipple? Back in the mid-2000s I featured a simple solution of a £1 oil can and a length of flexible pipe (pic 10). You have two options: you can use one of the plastic nozzles that come with the gun and, with the grease nipple or blanking plug removed, jam it into the threads of the vertical link then pump EP90 gear oil in; you'll see it overflow around the edges of the rubber cap. It

takes almost no pressure at all. If you wish to be more ... professional... cut the end off a 1/4 UNF bleed nipple and push that into the pipe;



this will screw into the vertical link and thereby give a better seal for the oil. One or two pumps is more than enough. I've been using this can since 2007 so my pound was well spent, and I just keep my grease guns for greasing the rear hub bearings or the steering rack, where real grease is required. It's a cheaper choice for an item that's maybe used once a year, but make sure it is...

See you next month

Colin



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Bruno - A Brown Herald 13/60

In my relatively short time as 13/60 Register Secretary, I have had fairly regular contact from Geoff Scarborough, so I was really pleased to get a recent email from him complete with the story of his car, along with a selection of photos.

So without any further ado I will hand you over to Geoff.

The early history:-

"Bruno" rolled off the Triumph production line late in 1969 and was sold by E.J. Boobyer & Sons Ltd., Arcadia Garage, Exmouth to Mr. J. Sulston. The service schedule booklet records the date of purchase as 1st January 1970 and the registration no. as ROD 212H.

The service schedule booklet shows:-

- 1000 Mile Service - 14th May 1970 (Actual Mileage: 1009)
- 6000 Mile (or 6 Months) – 11th Nov 1970 (Actual Mileage: 2785)
- 12000 Mile (or 12 Months) – 25th January 1972 (Actual Mileage: 5970)

No further service records

It appears that ROD 212H stayed around Exmouth for two years (not sure how without being registered in UK) but was then taken to the Isle of Man by Mr. J. Sulston as records show he was resident there between 1972 and 1975.

The V5C shows ROD 212H was first registered in the UK only on 1st September 1975 by Mr J. Sulston himself (presum-



ably on his return to UK). There is little other information during Mr. Sulston's ownership.

In March 1985 Yvonne Lorraine Ayres, who also lived in Exmouth, became the second owner. There is no history during her ownership but in February 1986, ROD 212H was acquired by a third owner, Irene Denham of Exeter, who later moved to Doncaster, then Halifax. Documents reveal that a Webasto sunroof was fitted at some time in 1989 and a bare metal respray (photographic evidence was taken at the time) was carried out during the first six months of 1997. Irene Denham was a TSSC member (No. 88 23092) and had the car valued in June 1991 (mileage 47638) at £1900 (Condition A1), revalued two years later in November 1993 (mileage 50214) at £2300 (Condition A2), revalued again in May 1995 (mileage 59562) at £2200 (Condition A2) and revalued again in June 1997 (mileage 62240) at £3500 (Condition A1, presumably because of the bare metal respray).

James David Crossburn (fourth owner) acquired ROD 212H in July 1997. He was also a TSSC member (No. 98 59203) and a valuation certificate of August 1999 shows the mileage as 65349, condition as A1 and a valuation of £2000.

There is also a "Cherished Car Underwriting Agency Valuation Certificate" from October 2006 valuing the car at £2000 and recording the mileage as 68582.

The timing is uncertain but ROD 212H was bought by his fifth owner, John Charles Stevens. There isn't any history in the file relating to this ownership. In March 2011 Mr Stevens retained the

registration no. ROD 212H and "Bruno" was allocated a new registration AVV 58J.

In April 2011, AVV 58J was acquired by sixth owner, Steve Harding from Gosport. As above there is no history relating to this ownership.

At some point in time, AVV 58J came into the possession of Martin Cornwall (seventh owner but it was never registered in his name) who ran a goods vehicle driving centre (I think he must have been classed as a vehicle "trader" as he had a wide selection of vehicles at his premises). I met Martin at a car show in Hooe in 2017; now that I was retired, I had decided to get a car to do up and

Heralds are easy to work on and spares readily available. I was looking for a Triumph Herald workshop manual but the stallholder did not have one and asked me if I already had a Triumph Herald. I said I was still looking for one and I was told that the man at the next stall had one that was maybe for sale. That's how I met Martin Cornwall. He said he did in fact have a 13/60 at his yard which I was welcome to look at. Some days later my wife and I visited Martin's yard to see the Herald; it was brown (Sienna Brown) with no bonnet, no front valence, no rear outriggers (to the corners of the boot) but the bodywork looked rust free and it looked solid underneath. However, the sunroof was old, tired and past being waterproof. The seats were in reasonable condition but the rear carpets were shot. Martin hooked up a battery and demonstrated that the car started and ran but he did not run it for long as it had no fan belt. Along with the car came a bare bonnet with one wing attached, a loose wing, a pivot tube, inner and outer front wheel arches (not in too good a condition), the three rear valences and a spare roof in primer colour. There was also a file with history and photographs of a previous bare metal respray.

We thought about it for a few days and decided we would buy the Herald as a project. I paid his asking price and he agreed to deliver the car to Crowborough (10 miles away) as he had a covered vehicle trailer. I have a flat where the garage was unused so I decided to store it in there. Only one problem though! We were going on a six week trip to Italy in our

campervan but fortunately Martin could deliver the Herald (and all the extra bits) the day before we left. The car was pushed into the garage and we left for Italy the next day.

I had worked out that by using the body parts that came with the car and buying all the needed new chrome work, lights, badges, etc., the cost was prohibitive so I decided to try and get a secondhand bonnet complete with everything needed. Having already joined the TSSC I placed an advert in the Courier for a Herald 13/60 bonnet complete



with chrome fittings, lights etc. hoping for a response on my return from Italy.

Because the vehicle had not been registered in Martin Cornwall's name, I wrote to DVLA explaining the situation and requested a new V5C be issued in my name. A week later a new V5C arrived and I became the seventh registered owner.



on a six week trip to Italy in our

Bruno's mileage was showing 69332 which I believed to be genuine as the MOT records in the history file run from an MOT in August 1985 (mileage 22397) through to an MOT in June 2010 (mileage 68971). The owner prior to me who bought the car in April 2011 obviously did not cover many miles in it or else it was laid up, as some six years later when I bought it the car had only covered an additional 360 miles.

However, at some time in the past the engine had been changed from GE64845HE to GE51724HE so there is no way of knowing how many miles the current engine has actually covered.

What has happened under my ownership:-

On our return from holiday in Italy there was a response from a gentleman who had a spare 13/60 bonnet. A price was agreed and we drove down to the Yeovil area to collect the bonnet and brightwork, lights etc. It was a 7 hour round trip but at last we had a bonnet even though it was a shade of blue, not brown. A few months later I also bought a used valence from the same gentleman but this time it was shipped up to me. So now I had all the body parts to get the car on the road again.

A local garage did some welding to the rear outriggers and inserted some new metal in the spare wheel recess.

The car was parked up in the garage over the winter months but during 2018, I stripped down the complete front suspension, overhauling the front bearings, replacing brake discs, brake calipers, shock absorbers, trunnions, track rod ends, suspension bushes (using polybushes) and refurbishing the original springs. Rear shock absorbers and bushes were also replaced. The valence and bonnet were fitted but the fit was not that great as the pivot tube was slightly out of shape but so what, it looked like a proper Herald 13/60 again.

During February 2019 the engine was given a service, all lubricants replaced, electronic ignition was fitted and then Bruno was taken down to my local garage

for greasing of the rear hubs, wheel alignment checks, headlight alignment and finally an MOT, which it passed. At last it was back on the road and it was so rewarding to drive it after doing all that work. The handling was great with a solid feel to the suspension. In a brave move we drove from Crowborough down to Portsmouth to see family, using back roads to avoid the A27 / M27 just in case a problem occurred. Bruno tackled the journey in his stride and got us back to Crowborough without missing a beat.

Bruno's first real public outing, apart from East Sussex Area club nights, was to the South of England Meeting at Leatherhead in May 2019. My first chance to drive in a Triumph convoy on the way to the meeting. Whilst there I had it valued and also met somebody who had a brown bonnet for a 13/60 (remember the bonnet was blue and thus stood out a little). The following week I collected the brown bonnet and fitted it to Bruno, swapping over all the brightwork and lights etc. and giving it a good dose of T-Cut. At last the car was all brown, albeit in different hues of brown.

The old blue bonnet was passed on to a friend in the East Sussex Area of the TSSC who needed to replace his rusty old one.



A New coat of Sienna Brown

Before we went to Portsmouth, I had put some aluminium tape around the edges of the Webasto sunroof to stop any water ingress in case it rained. This worked as a temporary measure but didn't look too good and so the task of replacing the roof with the spare roof I had acquired with the car was put in hand. In August 2019 I began to read manuals etc. to find out how to remove the roof. It was pretty straightforward taking out the glass (old rubbers were cut as I had new rubbers for replacement) and unbolting the



roof from the front windshield frame, from each side pillar and along the rear parcel shelf. The old roof was all rotten along the rear edge and well beyond saving.

The spare roof was prepared and sprayed with etch primer using a rattle can and taken to a paint shop nearby who did more prep work before spraying a final coat of "ivory" colour. I fitted a new headliner in to the roof (this had to be done whilst it was upside down on our double bed to prevent any chance of scratching). Meantime the car had been stripped of all brightwork and taken to the paint shop for it to get a new coat of Sienna Brown. Now the bodywork was all one colour brown, except for the ivory roof.

Next came the fitting of the roof back onto the car and reinstalling of the window glass. Front and back windows were fairly straight forward but the rear quarter lights were a bit of a pain. After multiple attempts of various ways to fit the glass I finally found a way to do it by having the rubber partially fitted in to the frame in the sharp corner and partially fitted to the glass elsewhere; a set of fitting tools proved invaluable along with a lot of patience and me constantly telling myself it could be done (it took about three hours per glass and I only fitted one glass per day). I am glad perseverance paid off as I now have the satisfaction of knowing I did all the work myself, except obviously the paint spraying. New carpets (moulded type) were fitted along with "Herald" footwell mats from the TSSC shop to finish off the interior. The car is by no means

perfect, but it is mechanically sound (I put it through a MOT each year for piece of mind), runs well, looks okay and puts a big grin on my face each time I drive it.

Having joined the Southern Classics Society in the latter half of 2019, as well as being members of the TSSC, we have had a lot of fun meeting new people, going on breakfast runs, a New Year's Day drive out and a car show. Then just as we were getting up to speed along came the "lock-down". Since lockdown started, I have removed the wheel rim embellishers and given the steel wheels a coat of ivory paint to match the roof. Plans of going to the South of England Meet and the TriumFest



have had to be cancelled for this year. Never mind, there is always next year; roll on 2021!

Geoff Scarborough

Many thanks Geoff, it was great to read the story of Bruno.

We'll look forward to its next chapter in the not too distant future hopefully.

I write this immediately after the North Devon Club Night, which of course was a virtual one. Even with news that pubs are about to reopen it's still quite unlikely that monthly meetings as we know them will start again anytime soon. On the plus side we heard from COM member Martin Hughes that the Club Shop has seen a spike in sales of parts, which of course means many owners are making good use of the time to improve their cars.

That's it for another month, keep safe everyone.



Vitesse 1600, Mk 1&2
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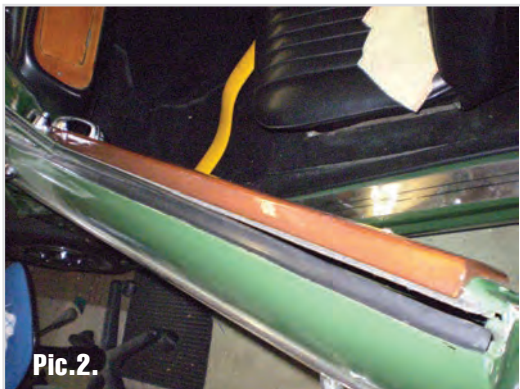
Lock Down - Feedback

Hello all, I hope you are all coping in these trying times. Even during the lock-down life goes on as can be seen from some of the emails I have received. The first is from Peter Cownley.

"Hi Dave, Only just realised that I haven't sent you photos of my efforts with the door cappings. Herewith! Pictures 1 & 2. Still struggling with dash but only because I am having problems shifting the knobs; I have



Pic.1.



Pic.2.

freed up the sprung pins but I think the knobs are fused on to the shafts with 50 years of corrosion! Haven't given up yet - maybe a job for next Winter!!

Kind regards

Pete.

Thanks Pete, Your door cappings look great both in colour and finish.

The next is from **Roger Smith** - *"The rotor arm that let go was actually red, but it was riveted and the rivet pulled out !! Sorry, you perhaps got the wrong message. The petrol pump was not the culprit, this is fine at present. I was running the car out to test after an oil change to clear the dregs of wrong oil (the engine rebuild assistant mechanic had put we suspect synthetic oil in which I replaced, but it was frothing and causing smoking so I had to renew the oil for a second time. Please use bits of my story for the magazine if applicable. Kind regards,"*

Roger Smith.



Pic.2.

Glad you sorted it Roger and thanks for pointing out there are red rotor arms with the dreaded rivet out there. Only fit the type shown in [Picture 3](#).

A couple of months ago I covered how to carry some renovation on rough looking Rosstyle wheel trims and received some feedback from **David Coleman**.

"I have just read your article on wheel trims and thought that the following information may be of interest to you and helpful to other members. When I restored my mk2 over 11 years to basically concours

condition I was trying to find as new trims. The ones I had when I got the car were really awful, beyond help. At Stafford one year I got what I thought were genuine Vitesse trims, but were in fact 2.5pi trims. When I compared to my Vitesse trims the only difference I could see was the Vitesse clip on the back



Pic.4.

of the trim was a bit deeper than the 2.5pi clip and obviously the tiny hole in the middle. So, this made the 2.5pi trim sit neat on the wheel whereas the



Pic.5.

proper Vitesse one was about 10mm proud of the wheel, which I thought looked silly. So I ended up fitting the four pi trims and in the 16 years since the completion of the restoration I have not had a problem at all with them coming off! I have driven on rough roads and a bit above the limit on motorways and all fine!

As you said finding actual Vitesse trims is basically impossible hence why I done what I done. I was told once that the reason the clip is deeper on a Vitesse trim is so that if the tyre hits a bump in the road and the sidewall of the tyre deflects it then doesn't potentially push the trim off. But I have found that this is not a problem anyway. Besides with the Vitesse trims protruding away from the wheel more they are therefore more likely to suffer from being scratched against the kerb etc.

Probably why none around today!

Also when I got these 2.5pi trims they were unpainted. My own solution was to drill out the rivets on the back, releasing the clip and fake nuts. I then masked each trim, painted with satin black from an aerosol, when fully dry, refitted the fake nuts and clip using large shouldered pop-rivets. It resulted in a fantastic job and trouble free!

If someone still insists on the original Vitesse trims you can still use 2.5pi trims and just change the clips over, easy! Having a tiny hole is a small price to pay if it's a choice of trims/no trims or knackered trims. Also, by their very nature they are hard to get back to really good condition as stainless steel is an incredibly tough alloy!

Please feel free to print in the Courier.

David

Thank you David for the feedback. I am always pleased to receive this from members and will include this in the August Courier. My understanding is the PI has different wheels than the Vitesse hence the difference in the wheel trims. The result is when used on the Vitesse the PI wheel trims, Pictures 4 & 5, can fall off, particularly when the paint is removed with wear from the fixing points. It's an old and well known chestnut that's been around for 50 years. It maybe they are too close to the wall of the tyres or it has been suggested the fixing ring is very slightly larger in diameter. However, if the Vitesse wheels are renovated there is more chance the PI trims will stay put. One of the reasons the Vitesse trims can look proud is caused by the way they have been removed in the past. i.e. a lot of force has been used to remove them. There is an easy way and a hard way to remove them. The hard way will damage them by bending them out. The main thing is you

have resolved the problem with the wheel trims and I would say the reason your PI trims are staying on is the good job you have done on the wheels and trims. I suspect good PI trims are now as rare and expensive as the Vitesse type, but if you find some at the right price then as David points out try them. Using masking tape around the fixing rim can also help hold them on.

Finally, as due to the virus we don't have a big Triumph event this year I have included a couple of pictures from inside Bingley



hall Stafford 2012, Pictures 6 & 7.
That's it for this month.

Stay Safe and keep them running on all Six -

Dave



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More MOSS

It's always pleasing to get communication from readers, and my piece on Moss cars in the June 2020 edition prompted two Moss owners to email me. One was Bob Shoosmith, and he responded to my words about adding louvres to aid engine cooling. Here's what he wrote:

"After reading your piece in this month's Courier, I thought you might be interested in my Malvern. It's based on a 1972 Mk3 GT6 and I believe the original builder had a bit of an issue with overheating. He solved this with the addition of an electric fan, an oil cooler and, most impor-

"they should have been part of the original manufacture"

tantly, these rather fetching bonnet vents. They have been beautifully manufac-

tured and, with the other mods, have prevented overheating even in the warmest weather. I have to add, I also run it with waterless coolant, which I know is not everybody's cup of tea, but works for me.

I have to say that I've not seen another Malvern with these bonnet mods, but to my mind they should have been part of the original manufacture. They just look right.

My car, WNA850L, was built by a gentleman named Phil Ayres who resides in a village near Peterborough. He bought the donor 1972 GT6 Mk3 originally as a rolling restoration, but realised very quickly that the tin worm was too advanced to make this a viable proposition. He then decided to re-body as a Moss Malvern, having seen





the kit in one of the many magazines of that type that were around at the time. He completed the build in 1991 and was featured in the local Peterborough newspaper. I have a copy of the article and there were no bonnet louvres in place at that time.

I have a comprehensive photographic history of the build, in fact I have a lever arch file crammed full of virtually every piece of paper that ever related to the car, but unfortunately no record of when or how the louvres appeared. On acquiring the vehicle in 2014 I did manage to get in touch with Mr Ayres to try and get some parts information and to ask about how he did the bonnet. He was quite elderly then, and had very little memory of the build, so that was a bit of a dead end.

The build photos do show the completed car without louvres, and then some with, so I think they were put in very quickly afterwards. They are definitely moulded in, and not pre-fabricated additions. The electric fan and oil cooler also seem to have been fitted to aid in keeping the engine from overheating. As I said previously, I also run with waterless

coolant, which I know is not everybody's choice, but I have had no issue with.

Since purchasing Maisie in 2014, I have virtually rebuilt the car. Works include a complete strip and professional respray, reupholstered interior (I had the seats done by a trimmer), but did everything else myself. Anything that could be unbolted, rubbed down and repainted has been. Full service on brakes and suspension and numerous other ancillary parts, which every classic owner knows never ends. During the rebuild it became obvious very quickly that I couldn't rely on anything being Triumph related, so many hours were spent researching exact, or similar replacements. Thank heavens for the internet! I was told at one show I attended, that my handbrake lever was from a Ford Sierra. When rebuilding, all non load bearing fixings were replaced by stainless steel nuts and bolts.

When taking the body panels apart for the respray, most of the originals had to be cut off due to rust. Not an issue for the future hopefully.

I was very lucky in as much as the gentleman I bought the car off, had only recently invested in a set of chrome wire wheels, which in my opinion look much better than the rather nasty alloys that were on it before.

Maisie does have a couple of claims to fame, both before my time though. The Moss Owners Club website did have a picture of Maisie as their example of a Malvern, and also she was the subject of an article in Classic Car Mart in 2006 in a shoot out between a Moss Malvern and a Triumph TR7! Hardly like for like, but they must have thought it was a good idea.

Anyway, she is most definitely staying with me for the foreseeable future. The gentleman I bought the car off didn't want to sell, but both he and his wife were starting to have trouble getting in and out of it. It is indeed a bit of a struggle especially when the roof is up (luckily, very rarely), so I think that might be the same for me eventually, but not for many years I hope. This time of the year would normally be right in the middle of the show season, something I really enjoy doing, but unfortunately it's not to be in the present circumstances. Roll on next year, but in the meantime I'm sure I'll be spending a fair amount of time in the garage, always something to do."

Thanks Bob for sharing your Malvern experience. I agree with you that louvres should have been built into the panels for all Moss kits, either in the bonnet top or side panels. Just a point on the Moss Owners Club, they have not had a web site for some time, but they do have an active group on Facebook, so join them there.

Continuing with Moss Malverns, I recently stumbled on a rather special one for sale. I say "special" with some caution, not having the opportunity to see it in the flesh, but I

use the word for two reasons, the car looks special in the photographs, though they are clearly the work of a professional photographer. And then there is the asking price...



£23,395. I think this is the highest asking price for a Herald-based kit car I've ever seen.

The car is being sold by a dealer in Valencia, not the Valencia in Yorkshire, the one in Spain. The header line of the advert, verbatim, is this, **"Moss Motor Malvern or also Moos Roadster of the Year 1982"**.



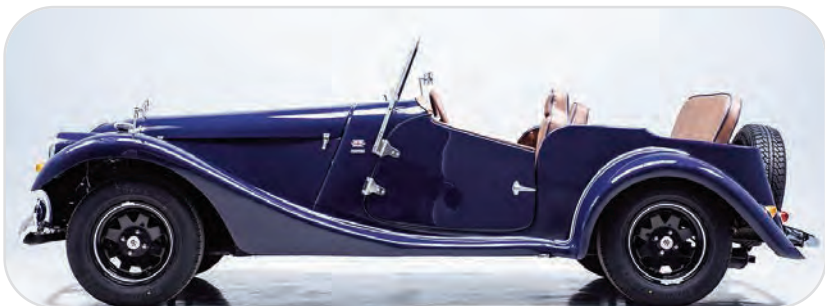
Followed by a very short description – *"The model was inspired by the MG TF and Morgan. The mechanics is of a Triumph Herald with fibre body which only 150 units were made. The vehicle has been completely restored (we have*

photos of the whole process). With a beautiful combination in navy blue with interior in terracotta brown leather and blue stitch."

From the photos it looks like this car is superbly detailed, body and interior; if you Google it you will find several more pictures. There are, though, a few things that in my opinion let down.

I wouldn't have gone for those wheels, and I really don't get that curvy front bumper.

There is one real odd looking thing, I think, and that is the height of the backrest of the rear seat – sorry, but **"sore thumb"**.



Which brings me to part three, which is about seats in Herald-based kit cars. Regular readers know I have mentioned the issue of front seat height more than once.

The floor of the steel Herald body is pressed so that it fits down in the gap between chassis main rail and the outriggers, which means the base of the seat runners are just about at bottom chassis height.

The body of almost all Herald-based kit cars has a flat bottom, which sits on top of the chassis. This means the bottom of the seat runner is at the height of the top of the chassis, plus the thickness of the floor. What this means is that the driver's backside will be quite a lot higher in the kit car than the Herald. When you consider that almost all Herald kit cars are emulating low slung sports cars you can



can't see if it looks like one is "sticking out"! The seats in my Moss are aftermarket small buckets, which I mounted using the modified runners from the donor Herald, with the facility to tip forward, to access the rear seat. I do prefer the arms stretched driving style, so seat is tilted back; I've never felt as though I have been sticking out.

Over the years I have been getting gradually lower in the car, as the seat foam compresses and the web-

bing loses its last vestige of elasticity!

Despite this, in recent weeks, being desperate for a mechanical project, I set about attempting to re-fix my driver's seat to get it lower. To cut a long story short (fitting a seat in a narrow cabin like the Moss's needs a surprising amount of precision) the finished result didn't quite match the "3D design" that was in my head.

It was a fun piece of engineering work, but I've probably only achieved a few millimetres of lowering, and I've lost the option to lift up the seat, but it is much more rigidly fixed to the floor than it has been for the last 36 years.

The photos show the old and the new runners and a side on with me in the car, on completion.

I'm not sticking out too much, am I?

You can also compare the height of my rear seat backrest with the Malvern for sale in Spain.

Trevor



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TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

A Job Well Done

Although this repair was not carried out on a TR, the method would be very similar and saves me spending all my money on Snickers bars to fit in my TR 4A's boot for this month's Courier!

In December 2019, Bob, one of the S.Wales TSSC members had purchased a sad looking, but saveable Vitesse MkII Saloon. Although he was more than capable of sorting out the mechanical maladies his skills did not stretch to body work repairs so just before christmas he asked me if I would repair or replace the boot floor as it was rusty and holed in places. He had been looking for a new boot floor on line and by calling the main Triumph parts suppliers. The best option he had found was a new boot floor from a well known parts supplier at £470 + P&P but he wanted me to have a look to see if the original floor could be repaired to a good standard as the wheel well in the new boot floor from the parts supplier was not a formed/pressed well, but a fabricated one without the rounded edges around the bottom of the well and would therefore not look standard.

I had a look at the car and after scraping off the sound proofing from the boot floor the good news was that the actual floor was solid and it was only the wheel well which was rotten



Old Rotten Wheel Well

and holed (where water had collected and caused the rot). It could have been patched up

still noticeable repair and Bob's ultimate aim was to return his Vitesse to at least an excellent



Rotten Wheel Well cut out

but the metal around the rotted areas was extremely thin and it would have taken a lot of hours grinding and welding to make a decent looking but probably

condition. A quick call to ROCKET DOG RESTORATIONS revealed that they had an excellent used complete boot floor for £125 and a very



Replacement wheel well

good used wheel well for £40. Bob (the Vitesse owner) quickly (VERY QUICKLY) jumped in his car to drive the short distance to ROCKET DOG RESTORATIONS and picked up the used wheel well for me to fit in his Vitesse.

An hour after Bob returned with the replacement panel (and 2 coffees and burgers from a Scottish fast food chain – thanks Bob) the petrol tank was out and the old wheel well had been carefully cut out with an angle grinder using a thin cutting disc and the paint around the edges of the “hole” in the boot floor cleaned off using a flap wheel. The replacement well still had part of the boot floor attached so that took another 10 minutes with the angle grinder to cut off leaving about 3mm of the boot floor around the well's circumference to allow for the width of the cutting wheel that had been used to cut the original well out. The paint from around the edge to be welded of the replacement well was then removed using a flap wheel. The replacement well was next trial fitted in the boot floor and after a few

“trims” of the circumference it fitted nicely into the boot floor (with only a slight gap that would be filled with the Mig's welding wire) and positioned so that the fuel tank fitting hole was in its correct position before being tack welded around the circumference then finally seam welded into final position.

Bob was going to renew the sound proofing on top of the boot floor so there was no need to grind down the weld around the wheel well, it was just coated with seam sealer to ensure a water tight joint. With this completed you couldn't tell that the wheel well had been replaced and was not the original panel.



Finished job for my mate

With the petrol tank re installed and 2 hours after Bob had arrived with the replacement wheel well (including our burger and coffee break) he was able to drive his Vitesse home to give the surface rust on the replacement well a few coats of rust converter then a few coats of paint on the inside and stone chip on the underside.

So for less than £55 (including sealer and paint) Bob has a boot floor/wheel well that looks original and if looked after will last until there is no petrol left to power his Vitesse, no wonder he returned the day after with a box of a “well” known chocolate bar as a thank you to me and to help me with a future article, and no he's NOT my Uncle.

Whether 2 rust holes or 4 a “new” wheel well is more!

MORE THAN ONE WAY TO SKIN A CAT (SORRY- DOOR)

With the current lock down still in place and having not a lot to report I “dug out” a few images that I had taken a month or so before the lockdown on a visit to Rocketdog Restorations where I



Extremely rusty door

had gone to purchase service parts for my various Classic cars, it's always best to support your local parts stockist (if you are lucky enough to have one) as you never know when you will require a certain part and can't or don't want to wait for an internet or remote parts dealer delivery. It never ceases to amaze me when I hear about the prices that some of my fellow club members pay for parts on line or from remote parts dealers when they have a local parts sup-

plier, one actually paid twice the price for some brake parts plus p&p for exactly the same make of parts from Rocketdog! Why?

Anyway, Rocketdog's George Dawson was carrying out welding work on a car that I used to own, all four doors had a great degree of rot and



Door Frame Treated with Rust Converter



Rot cut out back to good metal

George was working on one of them. He said that he always tries to keep as much of the original panel as possible as it helps to retain the original shape and as after he had cut the rot out and found that the original door frame was serviceable and it was only the bottom few inches of the door skin that needed repairs he had decided that the best method on this particular door was the following – The bottom of the door was carefully cut away, grinding down the edges so that the frame was left intact.

All corrosion on the frame was ground back and treated with

three coats of corrosion converter.

A new door bottom repair section was carefully cut from sheet steel with a 3/4 inch "joggled overlap" to tuck under the remaining door skin, with this then clamped in place 1/8 inch holes were drilled through the original door skin and repair section. The repair section was then removed and the paint on the inside of the original door skin removed and the door frame had holes punched through it at one - inch intervals.

The repair section was then re aligned and plug welded to the frame, a high strength bonding



Bonded and sealed from inside

"join" between the repair section and original door skin was skimmed with fibreglass filler after the rivets were removed and flatted back and acid etch primed. Then the whole



Rivets used to create Tight Joint

agent was applied to the over-lap between the original door skin and the repair section (not welded to prevent "rippling") and 1/8 inch pop rivets were used to pull the 2 sections tightly together. Pieces were then cut from sheet steel to plug weld to the other side of the frame to add rigidity and these were seam welded all along the edges. The inside of the repair sections and frame were painted with an anti-corrosion paint.

Next, the door was fitted to the car and the welded edges were carefully dressed to give the correct door gap.

With the door again removed from the car, the



Painted with Anti-Corrosion Paint

door was primed and then painted in Valencia Blue. Before the door was re fitted to the car, cavity wax was applied to the inside of the door.

The finished article looked Valenciatastic! Look out for it at future shows.

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

TR7-8

ALL MODELS

PAUL LEWIS tr7-8@tssc.org.uk

Final Touches

It has been full steam ahead as the paint shop worked flat out to turn the car around. I am always nervous about seeing the car after paint for the first time because you become over critical looking at any imperfection. So, when I had the call that the car was ready, I was quite nervous.

I needn't have been though as when I walked in the workshop the car was stunning.

I had decided quite early on to paint the car in 2K, some tradi-



"the question is now what do I do with a car that's as good as the day it left the factory?"

tionalists will disagree with that decision and I totally understand but, in my eyes, this was the way to go. 2K keeps a really

deep shine without the constant need for polishing, it is easier to apply and can be touched up quite easily. On the negative side it chips very easy.

I asked the paint shop not to fit any trim as I wanted to complete the task myself. I had been preparing the parts over the weeks it was away for that reason.

New carpet, re-foamed seats, new trim and a new front and rear windscreen fitted the car started to take shape.





The car as we stand today is 90% put back together with only the final touches to be made once the final parts arrive.

So, the question is now what do I do with a car that's as good as the day it left the factory?

Drive it or sell?

Hopefully that decision will have been made by next month as lockdown eases and the Summer weather improves.

Paul

Spitfire Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org.

Spitfire Period Upgrades

Amongst the upgrades and improvements the original owner of Clive Wakeman's Spitfire fitted to his new car he modified the wipers by adding a Permco variable delay unit as well as a Trico Electromatic Pump PE-50 window washer pump.

Quite an upgrade on the standard single speed wipe and manual washer pump.

The wiper delay unit alone cost the princely sum of £3 19s 6d, quite a substantial sum in that it was a similar cost to a Spot lamp or fog lamp, and that without taking into account the cost of the additional washer pump and of fitting both.


The Permco delay unit was *"specifically designed for all weather motorists ... to make driving in light rain, fog or snow*

Trade Mark 'PERMIC' (Registration Applied For).

PERMIC.

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WINDSCREEN WIPER VARIABLE DELAY UNIT



This unit has been specifically designed for all weather motorists and can be fitted to any car which has self parking windscreen wipers, to make driving in light rain, fog, or snow safer, by eliminating the need for continuous operation of the wiper switch, so allowing the driver to concentrate on the adverse weather conditions knowing full well that the wipers will continue to wipe at the determined interval.

The unique transistorised circuit, of British Manufacture, containing all British parts has a single attractive dash control to give manual adjustment of the delay between each sweep of 2 to 25 seconds. The complete unit with transistors, relays etc., is housed in a case 1½" dia., by 2½" long and finished in blue. The unit complete with cable is simple to install, it can be fitted in a ½" dia. hole or mounted on the parcel shelf by a fixing clamp. The simple electrical connections are, two to the fuse box, and two to the existing wiper switch. Full fitting details are enclosed with every unit.

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REDUCES WIPER BLADE WEAR.
SIMPLE TO INSTALL.
ELIMINATES CAUSE OF SCREEN SCRATCHES.
SMALL SIZE AND LOW BATTERY CONSUMPTION.
SUITABLE 12 VOLT NEGATIVE OR POSITIVE EARTH.
OPERATIONAL ADVICE SERVICE. (S.A.E.)**

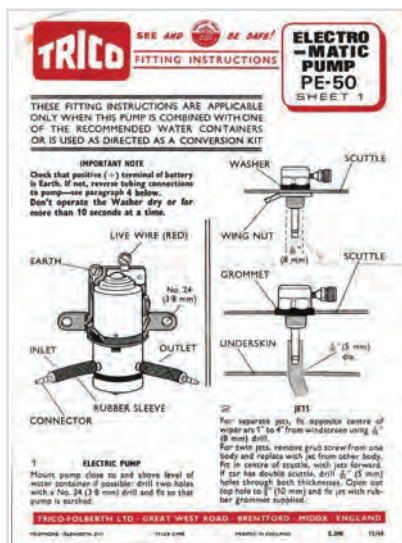


safer, by eliminating the need for continuous operation of the wiper switch." The leaflet went on to emphasise that it was of British Manufacture, as were our cars, of course and that it was:

**SAFER IN FOG, MIST OR
DRIZZLE.
REDUCES WIPER BLADE WEAR
SIMPLE TO INSTALL
ELIMINATES CASES OF SCREEN
SCRATCHES
SMALL SIZE AND LOW BATTERY
CONSUMPTION
SUITABLE 12 VOLT NEGATIVE
OR POSITIVE
OPERATIONAL ADVICE SERVICE
(SAE)**

It just occurred to me, copying out that last line, that some of our younger readers may not understand that abbreviation for **Stamped Addressed Envelope**. And that reminded me of a comment I read the other day in a computer magazine *'for the benefit of our younger readers, a phone call is like a video call – but without pictures!'*

The Trico Electromatic Pump PE-50



fitting instruction leaflet provided comprehensive diagrams and details on how to install the unit, a far cry from things you buy these days with either no instructions at all or an incomprehensible poorly translated slip of paper telling you very little, making it necessary in many cases to go online to track down some advice or operation manual.

And finally, for my frequent – 'non-Triumph' Triumph item this month I present you with Triumph the Koala! *"Triumph*

came to Friends of the Koala in March 2017 when he was about 10 months old. His mum died from disease, so he was raised by a volunteer koala carer. What makes Triumph extra special is the fact that he was born with only three feet! His deformity makes climbing and jumping a little difficult, so he now calls Friends of the Koala home."

For more of his story I'll send you to www.friendsofthekoala.org/adopt-a-koala/triumph/

OK, so I couldn't resist and I adopted Triumph myself and, as one of his sponsors I was sent -

Triumph



Adopt Me!

Triumph – is a very special boy, as he was born with only 3 feet.

He's a very affectionate, placid koala who is adored by all who come to visit.



Hi, my name is Triumph

Triumph was born on 10th March 2017 at Friends of the Koala. He was born with only 3 feet and was named after the character in the 1960s TV show 'The Dick Van Dyke Show'. He is a very special boy and is loved by all who come to visit. He is a very affectionate, placid koala who is adored by all who come to visit.

Did You Know?

Koalas are the only marsupials that are strictly nocturnal. They are also the only marsupials that are strictly arboreal.

Scientific Name: *Phascolarctos ursinus*

Life Span: 10 to 15 years (in the wild)

Diet: Eucalyptus leaves, mostly eucalyptus 1071 eucalyptus 1071 eucalyptus 1071

Conservation Status: Vulnerable

Threats: Loss of habitat, climate change, disease, and bushfires



wait for it - a **'Standard Triumph fact sheet'** all about Triumph the Koala!

Suzie

No more Rockin!

Hi all, I am still juggling work and revision so I was really grateful again for an article from Lindsay Dearing.

**Fitting front hub spacers
to your Triumph.
No more 'Rockin' around
the clock'**

My Spitfire 1500 is fitted with the larger bearing GT6 front hubs and brakes. Every year I get an MOT advisory on 'bearing play' despite being set up to 0.002" end float. During the lockdown I was looking for a project and decided to look into this issue. My hub bearings were fitted 20 years ago and were due for a re-grease anyway.



gether and negates shaft wear. The advantages are stated to be longer bearing life and a stiffer stub axle.

Several kits are available for our Triumphs, keeping in mind that TR6 and 2000 bearings are the same as the GT6, and Spitfire and Herald being smaller; so make sure you source the right kit.

Another issue is very slight dimensional differences between the OEM Timken bearings and the more commonly supplied, and cheaper, NTN bearings from Japan. The Timken bearings are usually 2 1/2 times the price!

As my spacer kit, complete with shims, was designed for Timken bearings I purchased a



Front bearing spacers are standard fitment on the MGB and enable an exact end float to be established along with a respectable amount of torque on the hub castle nut. The spacer connects the inner races to-



set of those also.

On stripping down, the NTN bearings appeared to be serviceable although the NS inner bearing race

had been rotating in the hub. This is a common problem on GT6 hubs I have been told. After a good degrease the new Timken races were locktited in place and left to cure. Meanwhile I inspected the threads on the stub axle and decided to run a 1/2" 20 thread UNF die over them to ensure the threads were clean.



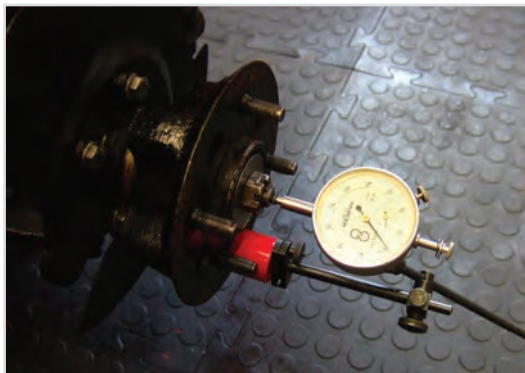
thou! I spoke to the supplier who advised that the hub was worn (it is over 40 years old) and that a zero or slightly negative endfloat (preload) was acceptable as these bearings are



I had ordered two new end washers but, as shown in the photo, they were smaller in diameter and of an inferior metal to the originals.

You cannot beat the original fitment for quality.

The OS hub was assembled almost dry, with no seal, to assess the end float. I started with 15 thou of shims and torqued the axle up to 45 ft lbs. End float on my DTI was.....16



usually fitted with pre-load anyway. To lose my remaining 1thou he advised finishing the spacer on a flat glass plate with 600 grit wet and dry. I thoroughly greased up the bearings to ensure no airgaps within, and assembled the hub. After torquing up to 45 ft lbs, there was no end float on the DTI, but I then fitted the wheel and rocking at 12 and 6 o'clock was able to detect the very slightest of play. Result.

The NS hub was also near-dry assembled and with 18 thou of shims registered 3 thou end float on the DTI. It was a simple matter to remove a 3 thou shim to achieve a zero endfloat. Again, with the wheel fitted,

a barely discernible movement showed that it was equal to the other hub. The infamous felt inner seals were original units that I have now reused twice. The modern replacements do not always fit in the hub and the felt is too deep.

So, I have now stiffened the stub axle, with no shims OS and 14 thou NS to almost eliminate end float and hopefully prevent further wear of my hubs.

All that is required now is to run the car for a decent distance and retest. I am not expecting any problems and hope this will resolve the MOT advisories once and for all.

Lindsay Dearing
TSSC Devon

Thanks Lindsay, really appreciate the article and totally agree with

you, 'You cannot beat the original fitment for quality.'

Next a request for help!

Fuel for thought?

*Hi Steve,
I've owned a lovely Yellow 1500 Spitfire for three years and done about 3,000 mainly trouble free miles including a trip to Holland. It broke down some while ago and the black rotor arm was tracking, since cured by fitting a red one. Three months ago it died as in petrol starvation or blockage and restarted with difficulty and hesitated/hopped a bit on the five mile return home trip. I checked the fuel filter in the engine bay but that was clear.*

Since then I have used it a dozen times or so for three/four mile trips without any problems at all. Yesterday we drove five miles and again it hesitated then died, restarted after a few attempts so we turned around and drove home and again it died about three times but started after three or four attempts this was accompanied by some backfiring then three or four very loud cracks like a gun firing and a change of exhaust tone evidenced by a hole in the silencer, which I'll replace.

It now starts sometimes and sometimes not, just now it started first go, because it is cold ?

I think it may be fuel related but I'm not sure, backfiring is unburnt fuel in the silencer I think so why didn't it burn in the cylinder, perhaps it's ignition or the lack of it related ? ?

If you can throw any light on this it would be much appreciated. Confused

Julian

I've provided Julian with a few ideas and 'fuel' for thought, but he still has the same problem, can anyone provide any ideas on what else he might check?

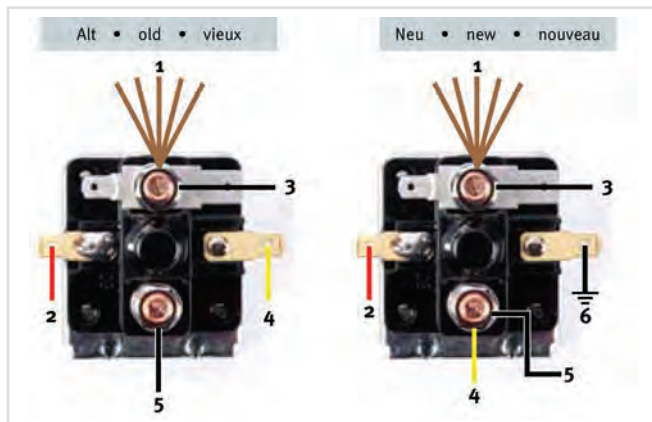
Finally

Reference Courier 443, May 2017 edition, Spitfire MKIV/1500 Register

Service Bulletin!

Tony French has kindly sent this Service Bulletin warning of a potential issue with the instructions on wiring a starter solenoid that appeared in his article originally submitted in May 2017.

I took in good faith and face value, information which is



on the Limora.com website without double checking their instructions on the fit of their starter solenoid.

If the solenoid is connected as stated in the instructions on the Limora.com website the ballast resistor will try to supply the starter motor (via the white/yellow ballast bypass wire) when the starter key is released, resulting in potential damage to the ballast resistor. Not so much of a problem for an external ballast resistor (but it may well get very hot), but potentially disastrous for cars where the ballast is integral with the wiring loom.

The white/yellow wire must never be connected to the starter motor terminal.

The reason I now know this is because my starter solenoid had an internal fault where the terminal for the white/yellow wire was shorted to the starter motor terminal. I have yet to find out if I have damaged the in-loom ballast resistor, but as my coil was disconnected at the time, I think I may have been very lucky.

If a solenoid is supplied with internal wiring like they state, then it should only ever be used on a car **without a ballast resistor**.

As an electronics engineer, I should know better and it is a reminder to double check before I commit to paper.

I apologise to all whom I may have inadvertently misled.

Tony

Tony thanks for updating us, and it's a reminder to us all that just because its on the internet, it doesn't mean its actually correct!

Steve

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HEALEY GENIUS

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KABUYER

How to bag the best driver's car for the cash





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We showcase eight classic soft-tops that we think will make great classic buys in time for summer 2020. Our buying guides explain how to find the very best Jensen Interceptor and Ford Ka that you can afford, while our famed tech section describes how to sort your classic's wayward handling, cure spongy brakes and use a metal planishing hammer.



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FEATURES



SAGAS



Baston Virtual Show by Doug Balderson - Peterborough AO

The **Baston Car & Bike Show** normally held the 1st Sunday in July was cancelled just prior to the Covid pandemic really hitting all of our activities – shows and club meetings. We would have had a stand at the show and we requested photo's of our Area's members pride and joys - so Bern has put together a montage of photo's that Members have e-mailed in of our 'virtual stand' so that the cars can at least 'virtually' be together.

The Baston Classic Car & Bike Show Stand Virtually!



Lock Down Emoji Quiz Time

by Paul Girling - Norfolk AO

Can you work out these Emojis? They are all Triumph related. Answers in next months Courier.



Answers next issue



BOND EQUIPE

GUY SINGLETON bond@tssc.org.uk

Something old, something new,

Well lockdown is easing a bit, let's hope that it does not create more of a problem.

It is worrying to see how many people have to go to the beach and the pub the very first chance they get! I suppose it is because they do not have an all-consuming hobby like some of us. Don't get me wrong, I like the pub and especially the meetings and the beer but I can survive without!

Following on from last month's article on **Dean Baxter's** car, I spotted it on the Facebook group again the other day "Triumph Herald, Vitesse, Spitfire,

GT6, Bond Equipe Owners". Good to see that Dean has got it going and has been out and about in it.

Now I think this month I will start with a good news story. Many of you will recall that over the last 18 months or so I have been following **Graham Lowe's** restoration of his Equipe 4s. I am very



Graham with daughter Beth

pleased to say he has finished, and he was able to use the car for his daughter Beth's wedding – just – he finished at midnight on the eve of her wedding (21st Dec 2019). Its 1st drive was a 60 mile round trip



Graham's grandchildren Jack & Lily

to the local church then on to the wedding venue at Eaves Hall near Clitheroe. It was well received, just a little niggles with air getting in

through a faulty seal on the Carburettor Fuel Pipe Jet.



The Equipe takes pride of place.

Graham was able to polish up a quite badly pitted



Equipe Badge I let him have – I would not have believed it was the same badge

Graham has also managed to meet up with a number of ex-Bond employees. He writes: *"Below is a photo of 'The Bond Cars workers' that I shared an afternoon with in January this year. They still meet on a regular basis & they're looking forward to me going again (+ any other Bond enthusiasts would be made most welcome). They're a great bunch of guys with a cracking sense of humour &, over a pint or two, they shared many memories of what went on in the factory + details of their jobs such as Upholsterers, Fabricators, Machinists & Fitters across all models."*

So, if you're anywhere near Preston and fancy joining up with the Bond Guys once lockdown has properly

eased, please drop me a line and I'll put you in touch with Graham



Next, over the last year or so I have mention **Jeroen Noordman's** 2+2 which he has now converted to LHD and I understand that, as ever, he discovered



that the bulkhead was not as good as he hoped. Anyway he has got the work

done, but due to a number of other projects the car is now for sale.

He also found an old photo – “*There will not be*



many LHD Equipe GT's left. I found a picture of an old GT, probably made in the 1960s in Scheveningen, on the Dutch coast near The Hague. Very nice. There are no records of that car anymore. But at least nice to see that they were originally also made in LHD”.

Interestingly it has Triumph letters on the bonnet as well as the BOND badge, maybe it was necessary to do so in order to export the car?

Next I have heard from **Simon Huntington**, whose early Mk 1 2 Litre Equipe's restoration was featured in some of my 2015 articles, he has decided that he needs to sell the car as he has a new



business venture which will involve using his garage so will no longer have space to garage the 56



car. The car looks lovely, and has had a lot of useful extras fitted – I am very, very tempted so hopefully one of you will relieve me of the temptation and buy the car – please contact him on simonhhuntington@gmail.com

In fact that brings me on to another thing. I am hoping to build an extension at home, and this means I need to make more space, I have a collection of 2 litre and 4s bonnets which I have kept in case someone has an accident – I need to thin this collection down so if any of you need one please contact me – I also have a convertible rear tub.

And finally, you will know that I have a record of Equipes which goes back to 1993. Every now and then I hear of a 'new' Equipe, ie one not al-



ready on the list, I recently found **Kevin Leech's** Mk 1 2 litre Coupe on Facebook – a new car to me.

Guy

STANDARD



TRIUMPH

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This, the third of our picnics, celebrates everything that is wonderful about owning and running a classic Triumph, Standard or Standard Triumph car and all Clubs and individual owners are truly welcome. You are asked to do nothing more than arrive in your car between 10am and 4pm and spend a sociable day with us enjoying and marvelling at the range and variety of Triumph cars produced between the 1920s and 1980s.

Join us this year at our beautiful venue and make the day a great celebration of the British motor industry and your hobby. For those without a picnic, a delicious Hog Roast will be available, together with a range of other buffet items and hot and cold drinks.



ACCLAIM All MODELS

GRAHAM ROBERTSON acclaim@tssc.org.uk

Avon Turbo Replica

Well that's another month of the lockdown passed, and I for one have still not managed to attend a single car show. Who would have thought!? Never mind, there is surely light at the end of the tunnel.

In the mean time I've been working on my Acclaims. I've nearly completed all the aesthetic modification involved in converting my HLS into an **Avon Turbo replica**.

For the uninitiated back in the day you could buy a new Acclaim in any trim level from your BL dealer, and hand it over to



Avon Coachwork of Warwick, who would transform it into an

Avon Turbo in a matter of four weeks. This included fitting a Turbo Technics turbo charger, lowering the suspension, fitting plusher upholstery, and door cards, Kiwi Linea alloys with uprated tyres, a front air dam, "TURBO" side decals and coach lines, a rear spoiler, a Nardi leather steering wheel, a turbo boost gauge mounted on the middle handbrake and gear lever console, and a vinyl roof, with additional Avon badges mounted on the 'C' pillars.

I was fortunate to obtain most of the crucial addi-





by any chance?!).

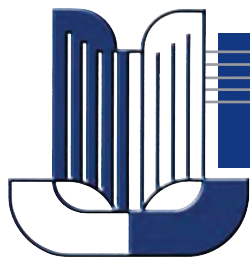
I also have all the original mechanical add-ons including the Turbo, but whether I ever get them fitted remains to be seen. I've got the car running really well, so I'm loathe to mess with it, but we'll see!

tional parts from a long since scrapped actual Avon Turbo, and am basically just a vinyl roof away from my Acclaim looking like the real thing.



In the mean time here's a few photo's here showing my efforts to date.

I may eventually get the roof "wrapped" if I can get hold of a set of the original Avon 'C' pillar badges (can anyone help me



Readers Write

e-mail: courier@tssc.org.uk

"Smart" Motorway Refuge Areas

Hi Bern,

Article I came across that might be worth bringing to members attention?

Martin Berry (Wessex)

How to use the emergency refuge areas on smart motorways

© Provided by Motoring Research



Emergency refuge areas are a safe haven for stranded vehicles on busy smart motorways – but alarmingly, more than half of motorists don't know what they are or how to use them.

That's according to research by the RAC, which surveyed 2,000 drivers and found only 1.5 per cent had ever used an emergency refuge area.

To clarify, emergency refuge areas, look similar to lay bys and are located on stretches of motorway where there is no hard shoulder, or the hard shoulder is sometimes opened as a live lane.

They are usually highlighted in orange (see above) and are only meant to be used in an emergency – something 98 percent of motorists realise, according to the RAC research.



Make contact before re-joining the motorway

What many drivers don't realise, however, is that you're supposed to contact Highways England before rejoining the motorway if the hard shoulder is a running lane.

If you didn't know this, you're not alone – just one respondent to the RAC survey did.

"It is essential that motorists understand how and when to use an emergency refuge area so they do not put their own safety and that of other road users at risk," said the RAC's chief engineer, **David Bizley**.

"Vehicles should pull up to the indicated mark on the tarmac or the emergency telephone and then the occupants should leave the vehicle from the passenger side."

"Everyone should stand behind the barriers and should use the emergency roadside telephone provided to speak to a High-

ways England representative."

What is a smart motorway?

So-called 'Smart' motorways have become increasingly widespread, including the M25 and sections of the M6 and M1.

Traffic flow is controlled using variable speed limits displayed on the overhead gantries. Cameras monitor the motorways and lanes can be closed remotely if required, for example if a vehicle breaks down.

Emergency refuge areas are located on smart motorways and should be positioned every 1.5 miles, with an emergency roadside phone available to request assistance.

Smart motorways allow the hard shoulder to be opened as a live lane during busy periods to ease congestion. However, after a number of fatalities, this option is likely to be removed.

A consultation is currently in progress and the results are due soon.

Starting Trouble after a lay up

Hi Bern,

I have owned and run a Spitfire and a Vitesse for nearly 50 years. Many many times they have laid idle for months and then (like today) I decide I am going to use them for a few weeks.

Charge up the battery and it still wont start.

My routine :

I usually give a burst of easy start to get it to fire before the petrol pumps through to make sure there is a spark. (Despite what

they say about easy start you wont burn in hell, I've noticed no adverse effects on the car

Invariably it is the same old thing: put some oil in the dash pots and use the piston lifting pin on the back of the Carb.

Left un attended for a while the pin seems to stick and cut off the fuel supply even though the car is in perfect working order.

This one small point I have known to foil (non Triumph) mechanics for hours or even days. So simple yet so easy to forget.

Incidentally one car I spent time and money on fitting an unleaded head the other not. Over the 20 years since so doing I've noticed no difference



in performance or reliability.

Both of which continue to be excellent. Hope it helps.

Neil Sjoberg
Essex



The 2 'Zoom' Prototypes Hard Top & Soft.

Pics Courtesy COACHBUILD.COM Forum

ZOOM!

Sir!

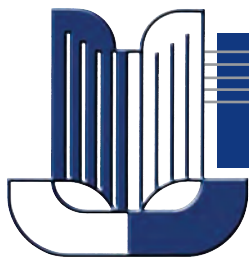
Tom Hartley's Editorial (Courier 481, June 2020) suggested that we use more Zoom with our Triumphs, and why not! But he forgot to mention the prior connection.

Triumph design projects always had a title starting 'Z' (the Herald was "Zebu", but we'll keep that in the cowshed).

When Michelotti was designing the TR4, the project name was "Zoom"!

John Davies
Lancaster





Show & Tell

By Malcolm Huxtable

SU Carburettor Balancing

One of our North Devon members **Malcolm Huxtable** has often come to our monthly club meetings and presented a "Show and Tell" feature.

He has now documented these and sent them to me, and I thought you could serialise them in the Courier for the benefit of the wider TSSC membership?

Here is the first - it's about SU carburettor balancing.

Andy Luckhurst
North Devon AO



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Problem

Internal combustion engines that have multiple carburettor setups work at their best when the carbs are balanced and drawing equal amounts of the petrol and air mixture through them. If one carb is set up such

that it draws less petrol/air mixture than the cylinders that are fed by that carb will not be working efficiently.

This could result in less power output, increased fuel consumption or in extreme cases damage to the engine.

To balance the carbs we need a method to measure the amount of air that is being drawn through the carb. You could try the old method of listening to the airflow with a pipe stuck in your ear, which needs a bit of practice. There are also commercial solutions such as Gunson Carbancer, but in my opinion there are three major flaws with it.

- **Flaw one** - it only measures one carb at a time so you have to move it between carbs.
- **Flaw two** - it puts a restriction into the flow of the air of the carb being measured but you don't know if the lack of airflow in the carb being mea-

sured is being compensated for in the other carb due to flaw one.

- **Flaw three** - it costs money

Solution

We therefore need a solution that measures all carbs at the same time, does not restrict air flow and is cheap.

Triumph Spitfires, at least in the UK, tend to use twin SU carbs, this method may also work on other types of carbs and different multiple carb setups but this example will be based on a Spitfire 1500 twin SU setup.

You will need

- Two fairly sturdy HDPE translucent plastic bottles between 500ml and 1lt in capacity. They must however be the same size.
- Around 1.5m of 8mm inside diameter 11mm outside diameter PVC clear plastic tube. A short 15 – 20 cm length and the rest cut into two equal lengths.

- Gluegun, drills and some general tools.

Put it all together



1. Collect your bottles and pipe



2. Drill a 10mm hole in the cap of one of the bottles. The hole is slightly smaller than the pipe to ensure a tight fit.



3. Now fit the pipe into the hole, it should be a tight fit. It does not need to be pushed through too far 10-15mm will be ample.

4. You now need to refit the seal to the inside of the cap that probably came out when you drilled the cap.



You need to have a hole in the seal for the pipe.



5. With your glue gun put a bead of glue between the pipe and the bottle cap. This will seal the joint and give it some mechanical strength.



6. Now check that the bottle cap is airtight by screwing the cap back on the bottle and blowing down the tube. There should be no leakage.

7. Repeat for the other cap and bottle.



8. You now need to make two

10mm holes near the bottom of both bottles



9. Now stand the two bottles up and trial fit the pipe into the two holes you have just made. If all looks well use the glue gun to glue the two bottles together, a couple of splodges top and bottom will do for now. This will make it easier to glue the pipe in in the next step



10. Now glue around the pipe at the bottom of the bottles

11. Glue the two bottles together fully using the glue gun front and back



12. Now partially fill the bottles with water to above the level of the pipe and check for leaks

13. If there are no leaks you are ready to go.

Usage

Carb balancing should be one of the last items that you do if tuning your car. You should have already made sure that the

spark plugs, ignition, and valve timing are up to scratch. You should also have checked that the mixture is set correctly. It is also worth checking that you have the correct needles and springs fitted. Depending on your level of tune you may have to change the needles and springs, K&N filters fitted?

You need different needles and springs.

So assuming that everything else is set optimally how do you use the carb balancer? Going into the full details of how to balance the carbs is too much for this show and tell, refer to your favourite workshop manual for the full low down of carb balancing. This will be just a quick resume.

1. The bottles are partially filled with water, never over half full. You can colour the water with food dye if it makes it any easier to see.



2. Connect the pipes from each bottle to the pipe that the rocker breather normally connects to.

3. Put the bottles in a convenient location such as on the bulkhead and make sure they will not fall over.

4. Ideally the bottles will be level but the most important thing is that the water level in the bottles should be level. If they are not you possibly have a blockage somewhere.

The pipe at the bottom of the



bottles should enable the water to find a common level in both of the bottles.

5. Now start the engine.

The vacuum generated in the manifold is now applied to each bottle equally.

6. If the carbs are balanced and drawing the same amount of air through each carb the vacuum applied to each bottle will be equal and the water level in both bottles will be the same

7. If one carb is drawing less air than the other, the vacuum for that carb is increased. This will have the effect of drawing up the water level in the bottle connected to that carb and reducing the water level in the other bottle as the water transfers from one bottle to the other via the connecting tube at the bottom of the bottles

8. Adjust the throttle adjustment screws on the carbs to balance the airflow, and therefore the level of the water in the bottles, and keep the idle speed at the correct setting.

9. Your carbs should now be balanced.

Points to note

- The total quantity of water in the two bottles combined should never be more than the volume of a single bottle. The reason for this is that you do not want to risk sucking water into the engine if you lose vacuum on one bottle and all water transfers to the other bottle. So if you are using two 1 litre bottles you should be looking at

using no more than 750ml of water but 500ml should suffice

- Make sure the bottles can't fall over. If they did you again risk your engine ingesting water so the least amount of water in the bottles the better

Where can I get them?

- The bottles I used originally had screenwash in them. They have a capacity of 1 litre and are made of HDPE. The easy way to tell that they are made of HDPE is to look at the recycle symbol on the bottom. If it is HDPE there will be a 2 in the middle of the symbol. Milk bottles are also made of HDPE but I don't think they have thick enough walls as you don't want the bottle collapsing in on itself when subjected to a vacuum. I have also used 500ml hand wash bottles from Sainsburys (other supermarket hand washes are available) again made from HDPE. Bottles made of other materials may work just as well feel free to experiment.

- The PVC pipe is available from many sources including ebay. 8 mm inside diameter pipe should fit nicely over the breather pipes on the manifold. The 11mm outside diameter means that it should be a reasonable tight fit in 10mm holes

- The water can be obtained by mixing together two parts of hydrogen and one part of oxygen.

I would like to say that I thought of this all by myself but I would then be accused of being a little fibber. In truth I was inspired by various videos on **You Tube**. If you search YouTube for "**Carb balancer diy**" you will find many examples of DIY carb balancers including ones for motorbikes with 4 carbs.

Have you Filled in one of these lately?

£15

**For 2 Years
Peace of mind!
£7.50 a Year.**



What does fifteen pounds buy you nowadays?

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

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

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

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

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

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

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

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

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

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

TSSC INSURANCE - CAR VALUES

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

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

Please remember originality and rarity will always add to value

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

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

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

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

Above Values Revised as of 1/2/20

Shop CATALOGUE Have You Got Yours?



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THE COURIER Classifieds

Speers



MKII 1967. Signal red. TSSC valuation £16,000 A1+. Overdrive, signal red hard top, black soft top, tonneau. Owned for 46 years. Up to date MOT, numerous spare parts. For more information see article Courier March 2020, email, phone or text. £10,000. D. Harrison (Sheffield) 07762 358017.



1500 O/D 1977 36,925 mls. Documented ground up restoration 2012-14. Original condition. Garaged. Rust free, in show condition throughout. Heritage certificate. M.O.T. and History. Hardtop, hood and tonneau. Insurance and club valuation £14,500. Only driven in dry weather. Inspection welcome. £10,995 Robert Clarke (Wakefield) 07484 314862.



1977 1500 With Overdrive. Red. Rebuilt engine, hardened valve seats, electronic ignition. Non wax stat jets. Aluminium rocker cover. New seats. New carpets. Hard top & soft top. Overdrive works well but 1st rattles a little. Paintwork needs looking at. No rust apart from rear bumper, no under-seal. Various Parts with the car.

History Folder of receipts of purchases for the car by me and from the previous owner. 93557 miles. Email lremon2015@gmail.com or phone for details. £5,000 Luke Remon (Bexhill) 07456 670007.



MK3 EARLY '67 with overdrive One of only 3 currently on the road (DVLA). In red, with Le Mans fibreglass bonnet and Manifold exhaust - looks and sounds great! Mine since '93, always garaged. New hood. Brakes and suspension recently overhauled. Standard engine still delivers 75 BHP, pulls smoothly in all gears. Pretty, tidy and rare. Loads of pics, bills and rebuild history. £8,000 Steve Brothwood (Twickenham) 07408 862613.

Herald



13/60 CONVERTIBLE. White. 60,444 miles. MOT until June 2021. MOT history. Kept in garage. Selling due to bereavement. 3 previous owners. Spare parts including Haynes Restoration manual and workshop manual. Service paperwork. £6295 P. Jacobs (Surrey) 07778 308460.

CARS WANTED

HERALD 13/60 CONVERTIBLE. **LOOKING FOR A BEAUTY!!** Searching for a rust free watertight mechanically sound car with good history.

Valencia Blue, Wedgewood Blue, Red, Damson colours favoured. Please help in my search for worthy car, I promise I'll look after it!! £5000 to £8,000. Clive Cox (Towcester) 07724 211161.

VITESSE MK2 WANTED. Looking for a Vitesse Mk2 Cabriolet with overdrive in fine condition. Cash waiting! I'm in London and will travel to see cars. Jonny Benton-Hughes (UK) +44 07812 706540.

WANTED VITESSE MKII CONVERTIBLE. Urgently seeking a Vitesse Mk2 Convertible as surprise present. Needs to be in excellent condition, good price paid for right Car and Happy to travel to view. Jackie (UK) 07856 489074



STAG MK1 1971. White. Excellent condition A1. Restored. Large History file. Heritage Certificate. Mk2 Radiator, header tank. Too much to list. £13,500 Rob Arden (Stockport) 07840 346302.

TR6



TR6 PI 150BHP 1972. Superp Example. Sapphire Blue. MOT October 2020 Upgrades include a stainless steel sports exhaust, chrome wire wheels, roll bar, finned aluminium sump, Kenlowe fan, spin-on oil filter conversion with oil cooler and thermostat, bullet fuel filters. All flexible fuel lines replaced Ethanol proof hoses, Injectors, Metering Unit, Pump, PRV, all overhauled. £19,480 ono Jim Black (TN10) +447951 811671.

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

TR 4A. PARTS Various parts from a previous restoration available. Please ring for more information. Location is NN12. (Nr Towcester Northants) 07849 222850.

ALLOY WHEELS AND OTHER PARTS Set of 5 Alloy wheels for Vitesse/GT6/Spitfire etc. 5.5J13 plain 5-spoke chrome with old 175/70R13 tyres. Good condition £200 ono. e-mail for photos. MkII cylinder head complete £100. TR7 carbs & manifold £50. Vitesse front air dam with fixings (black grp) £20. Radiator, prob Vitesse, offers. Chrome trim (most of the long bits) used condition. Variety of old speedos, distributors, etc, various models, some suspension bits, Vitesse headlamp shells, etc, free for

collect. Anthony New (Bristol) 07456 797740.

RARE 3.27:1 DIFFERENTIAL for Vitesse/GT6/Spitfire - Broken/repairable. Late model export spare for Spitfire 1500 with 4-hole swing-spring mount, bought new in 1990s and used about 10 years on Vitesse. Pinion & gear are missing some teeth, rest of unit looks okay for refurbishment. No Oil. Can be opened up again for inspection. Buyer to arrange collection. £100 Anthony New (Bristol) 07456 797740.

STARTER MOTORS, Vitesse/etc. Selection of ex-Vitesse starter motors, all used. Similar to ones on Herald and Mini, etc? Can be run up on battery. £10 each. Anthony New (Bristol) 07456 797740.

SEATS FOR TR4-4A OR MGB. Pair of Classic BL seats complete with runners and headrests. Black vinyl with white piping. VGC. Runners with mounting holes for TR and MGB. Delivery extra or buyer collects. £150

John Williams (Hereford) 07795 682943.

HI - TORQUE STARTER MOTOR SPITFIRE MKIV/1500. Brand New Unused. Normally £210 Yours for £160. Includes UK Postage, Mainland. Roger Harvey (Newcastle) 01914 887619.

VITESSE MKII SALOON/HERALD SPARES. Rotoflex set, glass, electronic ignition, 4 NOS Rostyle wheel trims, 2 without clips, pristine. Various other parts. David Coleman (South Cambridgeshire) 01223 870678.

VITESSE MKII. STAINLESS SPORTS EXHAUST. New unused stainless Sports exhaust system includes extractor manifold and Fitting Kit. Rimmer part no. RV6116. Save £300. Price £400. Bargain. £400. Martin Brown (Gloucester) 01453 890345

**You Can Now
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Triumph Parts Wanted

HEATER DRAIN BOX ELBOW I am seeking the rubber elbow part 609156, its function is to act as a drain valve, and prevents engine gas intrusion into the car. I believe it also is same on herald models. Michael

Szomszor (Hastings) 07842 298087.

SPIT 1500 WIRE WHEEL HUB. Wanted 1 only right hand wire wheel hub adaptor (Moss code 142597) or similar. Also 1 only left hand octago-

nal wheel spinner not eared (Moss code 88G607) Also 16 nuts for adaptor to hub (Moss code 144504) If you have any or all the above for sale please ring. Alan Cross (Fowey Cornwall) 01726 834969.

Triumph Trade Services

Office 01592 722999
PARTS DEPOT & FAX
01592 722666

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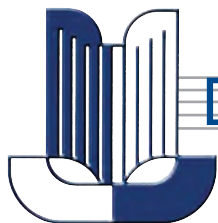
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August 2020

AREANews

AREA Directory • News • Events

the TSSC Herts & Beds Area

DUXFORD PICNIC



IWM Duxford
Jct 10. M11
Sat Navs use
CB22 4QR

SUNDAY September 27th 2020



Bring your own Picnic!

Classic Car Entry 9 am till 12pm (mid day) don't be late

Event Entry Adults £16.00 each

Payment by cash only please (all will be sanitised)

Full site access till 6pm

TSSC Club Shop on site (No other traders)

No Raffle or Refreshment Tent

Covid Rules of the Day apply at all times

Sorry, No Dogs, Stoves or BBQ's allowed

CAA Airfield Regulations

Entry via the main IWM carpark and signage

Contact Pete Lewis. 01582 750943

peter.h.lewis@ntlworld.com



AREA DIRECTORY

AREA MEETINGS Check with AO!

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 6.30.PM
LINCOLNSHIRE	David Samways: 07709 565118 The Kings Head - 31 High Street, NAVENBY. Lincs. LN5 0EE.	2ND TUES. 8.00PM.
NOTTS	Nigel Hill: 07976 163006 Sandy Pate Sports Bar - MANSFIELD TOWN FC. NG18 5DA.	3RD WED. 7.30PM
NORTHANTS	Nigel Hawes: 07879 491778 Overstone Manor - Sywell - NORTHANTS. NN6 0BB.	2ND WEDS. 8.30PM.
OXFORD	Thomas Cope: 07972 039532 Oxford area is still active but currently in lockdown.	3RD TUES. 7.30PM.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358 Charlie Noble: 01778 392629 The Five Horse Shoes, Barholm - STAMFORD. PE9 4RA.	2ND MON. 8PM
SHROPSHIRE	Bill Bate: 07887 605778 David Embury: 0770 1049881 Simon Morgan: 07786 806189 CONTACT AO's FOR MEETING VENUE	3RD WED. 7.30PM

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

MIDLAND AREAS Contd.

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

EASTERN AREAS

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

SOUTH EASTERN AREAS

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

SOUTH WESTERN AREAS

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

WELSH AREAS

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

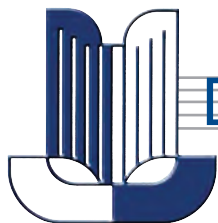
NORTHERN IRELAND

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

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AUSTRALIA (Victoria)	Richard Stewart	rlslaw@bigpond.net.au
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DENMARK	Morten & Lillian Hildebrand	hildebrandrandi@gmail.com
FRANCE (Poitou Charentes)	Victor Thompson	vcandvh@gmail.com
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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



August 2020

AREANews

AREA Directory • News • Events

the TSSC Herts & Beds Area

DUXFORD PICNIC



IWM Duxford
Jct 10. M11
Sat Navs use
CB22 4QR

SUNDAY September 27th 2020



Bring your own Picnic!

Classic Car Entry 9 am till 12pm (mid day) don't be late

Event Entry Adults £16.00 each

Payment by cash only please (all will be sanitised)

Full site access till 6pm

TSSC Club Shop on site (No other traders)

No Raffle or Refreshment Tent

Covid Rules of the Day apply at all times

Sorry, No Dogs, Stoves or BBQ's allowed

CAA Airfield Regulations

Entry via the main IWM carpark and signage

Contact Pete Lewis. 01582 750943

peter.h.lewis@ntlworld.com



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WORCESTER	Vicky Kitchen: 07745 299457 The Nightingale - Spetchley - WORCESTER. WR7 4QS	1ST MON. 7.30PM

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NORFOLK	Mike Carroll: 07828 103064 The Oak Tree - Ipswich Rd - NORWICH. NR4 6LA	2ND MON. 8PM
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ALT MONTHS START FEB	Colin Wake: 01206 250360 Sorrel Horse - BARHAM - IPSWICH. IP6 0PG	1ST TUES. 8PM.
SUFFOLK		

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SURREY	Clifford Darby: 07853 793341 Wellhouse Inn - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
EAST SUSSEX	Ian Gordon: 01273 813691 The Halfway House - Rose Hill, ISFIELD SUSSEX. TN22 5UG.	1ST WEDS. 8PM.
WEST SUSSEX	Nigel Ayre: 01403253034. George & Dragon - Dragons Green - HORSHAM RH13 8GEB	3RD WEDS 7.30 PM.
THAMES	Mickey Hazell: 07773 623807 Fairmile Inn - Portsmouth Rd - COBHAM. KT11 1BW. George Inn - 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
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Area Liaison Officers Report

Andover

Triumph Sports Six Area Liaison Officers

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Looking on social media posts it's looking like we are starting to arrange small trips out. It is so nice seeing the posts, we know and have spoken to area organisers that we must still maintain social distancing following the government guides at all times.

We are happy for areas to meet socially distanced and following government guide lines, which Currently six people can meet but A/Os need to check with the pub land lords/ land ladies.

Think it will be difficult for the areas to do pub meets but fish and chip runs, picnics etc should be fine. Please keep your runs to your local members in your area.

Stay safe hope to see you all soon.

Regards



Nigel & Di.

Andover

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Another strange month, some aspects of society opening up but I for one would like to wait somewhat longer to see the results, and hope that people can be sensible, but my pessimistic nature tells me that things are likely to get worse before they settle down. Thousands of people rushing out over the last few weeks to be the first at McDonald's, the beach and pubs gives me little hope that enough will be cautious enough to bring things fully under control very soon.

We've had some updates from area members as to what they've been up to.

Brendan Rose reported his 1979 Spitfire, is now "over 40 years old and MOT Exempt. The Insurance and valuation came up for renewal in May. I decided it was worth having a MOT. When checking it out I discovered that the rear brake cylinders had frozen. so I fitted new ones. I invested in a vacuum bleed kit which worked very well. You apply the tubing to the bleed nipple. Top up the master cylinder reservoir, then use the Vacuum pump to draw the DOT4 through the system. A single handed job, no need to pump the brakes."

A timely reminder that, no matter how well you know your car and how good a mechanic you are, it is worth having an independent assessment of your car.

We have some MoTs due so have booked a couple of the cars into Cadley Garage next door, although they are very busy just now so there'd be a bit of

time to wait. Fingers crossed we don't have too many problems with the handbrakes the **wheel thing** being somewhat unkind to our cars.

Helen and Tim are doing well, the Spitfire having been used for some shopping and other runs to keep the battery healthy. They have been very busy during lockdown and "have completed one big project which was to paint our hall, stairs & landing and I think I can confidently say that the next time it needs to be done we will either have to pay someone else to do it or move house! Tim has started going to the Crofton beam engines again but they only have 4 engineers in at a time so he says it feels very different to usual."

Bob has also been busy at home "As for projects during lockdown, I repainted the side of my house (Sandtex fine white) which has needed doing ever since I moved in 15 years ago, it was just difficult to get at so I had only done the other 3 walls. Also stripped and repainted the garage doors." He too has used his cars, "Gave the MGB a good long run out to Kings Somborne and back on Thursday but you don't want to hear about that! [Suzie Note: well, nicer than using a modern]."

Next it will be the TR6's turn to venture a little bit further, its still hard to trust it even though it's been extremely reliable for 8 years, but I'll have to bite the bullet. I did treat it to a fill up of some good petrol the other day, in case the fuel was going off after the long lockdown."

Sadly Dave Henry has sold his Vitesse but we still hope to see him and Julie when circumstances allow us to met up again.

Although pubs are now reopening several of our regulars are either in the vulnerable group or older, so we're not in a rush to set up an indoor meet yet, but do have some thoughts about arranging an



Avon

Cheshire - Coventry

open air meet sometime in the next few weeks, so will be in touch about that.

Take care and stay safe.

Guy & Suzie

Avon

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Hi all, I hope this article finds you well and starting to enjoy the partial relaxation of 'rules' in many areas. I know that it can be hard and slightly worrying when the no one knows where the virus is or has been. Just take care.

June and Les kindly sent me a picture of their cars and motorbike out for a breath of fresh air on one of the evenings when we clapped to thank the NHS. A lovely gesture and appreciated by many I am sure.



I do hope that before the good weather ends we might be able to arrange a socially distanced meet, with more than 6 participants.

Stay safe

Dave

Cheshire

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I trust all are well and still staying safe. We have made very little change to our daily routines since the start of lockdown.

I reported last month that a small coolant leak was identified from the back of Heap the Vitesse's cylinder head. So I removed the heater box (not that hard) and made some impression on the offending core plug, but I could not get my core plug removal tool (37cm pound-through screwdriver) in the right place, and its smaller cousin would not provide enough force. So, the cylinder head came off and both core plugs on the back of the head have been renewed. I then cleaned up the 4 core plugs on the side of the block, noting a stubborn mark on one of them. Using a different wire brush, the mark became

a hole, so there was more core plug replacement. There's another plug at the back of the block, and I think the engine has to come out for that one.

Stainless banjos (bolt) are a good idea, but they do not stop the accumulation of **** in the banjo area. But at least the bolt came out in one piece, unlike its predecessor which came out in about 4 pieces.

At Head Office, the Managing Director was assembling pistons to the engine block, but a problem arose with the fourth piston, which appears to have damaged the bore. Something about pistons with imperial ring grooves and metric size rings. Maybe. The GT6 is still propelled by the engine that the MD doesn't like because it oils up no 4 plug. I also learn that one of those T9 conversions has been acquired at Head Office.

The weather about a week ago was somewhere between hot and too hot for me, followed (as soon as our meeting was in sight) by a considerable drop in temperature and lots of that rain stuff. But while it was cool up at Tegg's Nose it didn't rain and we had 5 Triumphs (only one the same as last month) and 'something modern'. One of the GT6s had an AA badge carefully placed on the bonnet to hide a crack in the paint (?) while the other GT6 only has one working reversing light. And an observation that the TR5 which put in an appearance last month had its right pedal on the floor on its way home.

There is a distinct absence of upcoming events. I've had a few emails implying that the Lancaster bash at the NEC in November might go ahead, but I would have thought that trying to achieve social distancing at the NEC would be near enough impossible. An outdoor event would be less problematic, but none of these seem to be happening.

Our next meeting is scheduled for **Thursday 6th August at the Cock and Pheasant**. Maybe, just maybe, pubs will still be open, in which case it'll be 7:30 for 8 at the C&P then on to the Swettenham. Watch for email or the Club web site for what will actually happen.

Henry

Coventry

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Hi folks. We had our first meeting since March at the Bull & Butcher, Corley Moor on Tuesday 7th July and although it was a rainy night we still had a good turnout with 11 of us having a meal in the restaurant pre meeting to be joined by another 5 later, so 16 in attendance in total and 5 classics on display.

Coventry - Devon

Coventry Continues

It was great to see so many of you again and all looking well, obviously social distancing was observed throughout the night and we must thank Ann and all the staff for looking after us and allowing the meeting to take place in the restaurant so we only got wet on the inside and not the outside.



Chris Suffell was about to arrange a virtual meet on Zoom but because the Covid restrictions were lifted it wasn't necessary, but thanks any way Chris.

The only event still on the calendar is the pre **1940 Triumph Club Hog roast and picnic day at Walton Hall on the 20th September**, all others have been cancelled.

We will not be having a Dalos Day run in July as it's a case of waiting to see if Covid does not erupt again and to make certain that there are appropriate Hostelry's to cater for us, we are however looking at **August 14th or 23rd** so if anyone has a run and venue in mind please let us know.

Because there are no events scheduled for July it was decided we will meet up again at the **Bull & Butcher** for a meal and a chat on **Tuesday 21st July**, the field will be available to display our cars, so if you want to join us for a meal you must reserve your place in the restaurant, when booking tell them you are with the Triumph Club and they will seat us appropriately, there are already 10 of us booked in. Bull & Butcher Tel No 01676 540241.

There has been a number of scam emails from this email address which have started off with "I should have Emailed you this earlier" if you receive one off these do not open it, all our emails will have a subject matter.

Well that's all for now folks please keep yourselves safe and well.

Phil & Lyn

Forthcoming events :-

Tuesday 4th August Our monthly meeting at the **Bull & Butcher, Corley Moor**, 7.30pm, if you want to join us for a meal in the restaurant pre meeting book in for 6.30pm. Don't forget you must book in for a meal.

Sunday 20th September Pre 1940 Triumph Club Annual Picnic and Hog Roast Day at Walton Hall Wellsbourne

Devon

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By now we would normally be reporting on a packed summer out and about with the cars. For the first time for many years there has been no Powderham show amongst all the others which have been cancelled. Powderham is our 'big' event of the year when we usually have around 40 members' cars on the Club stand. We always meet up with many members there, including those who have not brought their cars along. It is one of our main events for showcasing our great Club to the wider audience, and we regularly gain new members there. Hey ho - it will have to wait now til the middle of July 2021 along with everything else we had been looking forward to.



We have had more Zoom 'club nights' thanks to Andy Luckhurst's expertise. Disappointingly though we have had few takers from the Devon members, who have been far outnumbered by the possibly more techy North Devon members! However, it was good to see Mark Parsons for the first time, and to see Robert Hodgson again. Robert is one of several who has been using his Triumphs as Supermarket transport this year. Look out for email invitations just before our normal meeting dates,



Devon Essex

North Devon 1st Thursday monthly and the normal Devon meeting on the 3rd Wednesday monthly until we can go back to the pubs. Having said that, we MAY have news before you get the August Courier?

The re-valuations on my cars were due in June and, as we were still unable to do them face to face, I sent a load of pics of both cars, along with the completed Club valuation forms, along to Bern at courier@tssc.org.uk. Bern did them immediately and the valuations were confirmed straight away by my Club panel insurer with no admin fee for the slightly increased values. If anyone has yet to have their car valued, it is really good value at only £15 for a certificate which is valid for 2 years. The insurance valuation is backed by the Club in the event of a disputed claim, and has proved itself many times for an unfortunate number of members. If you need your car valuing and are unsure what to do, do contact me or Nigel.

As yet, we do not know if the Classic Car Show at the NEC will take place in November, we will just have to wait and see. Somehow I doubt it having just heard that the International Horse Show, due to be held there in October, has been cancelled.

Having just received the national 'new members' list from Nigel Hill, none in June for Devon, but we have been delighted to welcome several new members since the beginning of lockdown. In particular, we were delighted to be able to recommend a local workshop to newish member Tim, who is delighted with the work on his 1965 Herald convertible.

Finally, on Sunday 5 July, we got the cars out. Not wanting to organize a run with a route yet, but with



the gradual easing of restrictions, we took the plunge and suggested a venue that people may like to drive to individually. We chose our favourite local ice cream maker, Surfing Cow Ice Cream near Modbury in the South Hams.



The most delicious ice cream ever, made by friends on their farm on the coast. The weather was kind, not too hot, and eventually 13 cars arrived, OK



including one MG but its owner is restoring the TR5 he has had for 40 years, so that was allowed! We had two very new TR6 owners, Bill and John, whom we hope will join the Club having met some of us? Robert brought along MAA, his Herald, to near where he got her from - one of Jon Tubman's barns. MAA and my 13/60 were the only Heralds out. In all there were two Stags, Peter G and the Richardsons, 4 TR6s, Mark, Dave, John Fox and Bill, Tim's Burlington Arrow, Shane's Dolomite, and the Spitfires of Peter B and Rob Lingard. A lovely few hours, all properly socially distanced in a large field and wonderful ice cream. What more could we want. It was lovely to get out again with like minded people and our cars.

We are treading very carefully as regards organising anything, with safety at the fore. Our meeting venue, the Claycutters Arms at Chudleigh Knighton is re-opening but with tables outside and the inside re-jigged. We will hopefully soon have news as to how we can return there for our meetings - not sure how yet - may have to be outside with the addition of coats and torches! Any news as regards meetings will be sent out to members via emails and on the TSSC Devon Facebook page as soon as we have anything to announce.

Keep safe everyone - do get out and drive your cars if you can - and we look forward to seeing you all.

Sue, John and Nigel

Essex

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FB - Triumph Sports Six Club Essex Area

Allan. 01375 672072 / 07934 027704

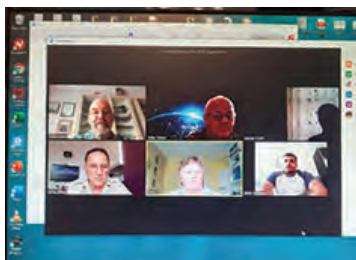
Mike. 07860 708356

Well yet another month of lockdown for all of us.

At the beginning of June we had our virtual meeting where we had a question & answer session with some of the members about their cars. The meeting

Essex Continues

went well, but did finish quite abruptly due to the free zoom meetings only lasting for the 40 minutes now.



We did manage just before the end to discuss about trying to have a get together with social distancing in mind, so I took the car out and had a drive around to see if I could find a big enough field and car park where we could manage a little get together picnic. Hainault Country Park was suggested by Sue as it has a very large green area and thought it would make a good picnic place. I put it to members and they agreed it was an ideal place to meet.

Me and Sue had an invite from Brian and Jean to go over to their garden to have a cup of tea. Brian helped me with polishing out some imperfections in my paint and making the GT6 shine for a little bit longer, before deciding whether a new respray would be better.



on Sunday 28th June we set off to Hainault Country Park to have



a picnic, a few of us from the Essex area arrived at the park, it was so nice to see the Classic cars again. We all sat in our chairs, keeping to the 2 metre distance rule. It was so lovely to catch up in person.

It was nice to welcome another new face to our group, Neil, who drove his rally Vitesse, he enjoyed the short period of time with us and he suggested that we could use one of his rally routes to have a drive it day. Everyone of us at the Picnic agreed this could be another good way to get together. So it looks like we will be having a little rally around Essex soon. It was good to see and catch up with people from the club and I would like to thank Mike and Marion Melvin, Arnie, Stuart and Kerry, Brian and Jean and of course Neil. We hope everyone enjoyed the meet up and hopefully we will be able to do the rally and have some more fun doing something different.

Things to look forward to in our TSSC Essex Area. On Saturday 8th August we hope to still be able to have a BBQ at our house, but will let you all know nearer the time if this will go ahead.

In September we are looking to arrange a fun day

As a few restrictions were easing on social contact



on a golf course with tutorial for beginner's and a round of golf for those that are more experienced, there will be no charge for this for our club members, but we may put a collection together for a Charity, afterwards with a meal in the Golf Restaurant.

At the time of writing this, some restrictions are in place, but we are hoping we will be able to get to a new normal soon.

Mike & Allan

Gatwick - New AO!

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Hi all, Just a short one this month.

My chassis has gone off for blasting! Can't wait to get it back and get it painted and then start the rebuild!



Last weekend a neighbour's employee decided our hedge made a good parking spot!!

Triumph life is finally starting to emerge from the lock down!

A small group of us complete with masks & gloves



visited Maria & Peter, to see Peters spitfire mk3 restoration. While there we saw Peter's 1500 & Maria's 12/50 & mk3 spitfire.

Here's Peter's everyday MG.



Gatwick Herts & Beds

And finally his mk3, almost finished! (I'm doing my best to catch him up!)

We were all very impressed!

There is talk of more visit to members cars in the future and a chance of the pub meets starting up again, now pubs are open again.

So give me a call to see what's happening!
07775 564427

All the best, keep well



Tony

Herts & Beds

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Well what can I say? Hope all are well, staying safe getting bored, free to roam or shielded for ever, will it ever regain normal service? I have over the past month tried to get some local runs off to start some semblance of getting out in your Triumphs, the hardest part is finding a safe location that's open without booking and has toilets open, well variety failed and we have now done 3 runs with outings to various Dobbies Garden Centres, no booking, no cafe, but yippee Loo's are open, whilst GC can be a bit repetitive its worked. On 27th we had 15 cars in a follow me convoy, well not exactly, Barry took lead only to find the Mini he had borrowed had no clutch, he was replaced with Nick who was on his old stomping ground and off we went.

The Herts and Beds follow me run on Sunday had 13 cars, we all kept safe, bun and coffee at Baldock services and then miles of thatched cottages and roses round the door to Garden centre at Melbourn with Loo's!!! We all had a great escape day out, not many pictures as all parking was a bit scattered and phone playing up with a covid update.

So as this was a Non TSSC event we had me in T2000 mk2, Barry Mini, Pete Vit mk2, Ian Mgb, Maurice Spit, James 1200 est, Phil DollyS, Nick GT6, Malc mondeo, Andrew Spit, Andy Spit, Ashley 2.5Plmk1, Ray Burlington, John/Chris Shogun, and the Blue /white Herald.

The Raven Hexton is due to reopen in some format **July 6th** I have emailed to see how this will



Herts & Beds Leicester & Rutland

Herts & Beds Continues

work but as usual No reply, since Antonio left in November there has been something like 6 replacement managers all, departed.

So continuity is failing I can see a pub crawl to find some other suitable pub if we can find one, watch this space.

When this is printed we should have had our July meet up ...did it happen? more next month keep safe, we are working on getting going.

Duxford is still booked for 27th September so a change of Format from Show to "Bring your own Picnic) With Social Distancing enforced.

Details in advert Elsewhere.

So happy days, that's all folks.

Pete

and team at
Herts and Beds

Leicester & Rutland

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Hi all. As I am writing this I have just heard that Leicester has now gone back into lock-down, not good news. While cancelling this years Sunshine Rally was not an easy decision but without a venue, public gatherings a no-no, and with club and government advice saying it should not take place, there really was no choice. The additional / extended lock-down of Leicester shows we have made the correct decision.

This year would have been our 35th anniversary of the Sunshine Rally and we were planning a bit of a party. Work has already started on next years event and with the additional time we have to organise things we hope to put on an even better show than was originally planned for this year, and we look forward to welcoming you all back for a good old knee's up.

To try and avoid the lock-down blues for the last three months we have organised a monthly quiz, but now all quizzed out I have been talking to one or two of the Leicester & Rutland members as to what they have been doing with their cars in the way of maintenance, or may be even bigger projects.

Chatting to Gary, (who owns a Vitesse, GT6 and a Messerschmitt KR200) he tells me he has done quite a lot of work on the triumph Vitesse over the

years and recognised a high-speed vibration as a UJ needing attention and the prop shaft joints were duly replaced. The vibration, although slight was still noticeable and eventually he tracked it to the NS drive joint which had only done around 5k miles! So up on stands it goes for a suspension strip down and many thanks to Chris Edmonds for the loan of his spring lifter for this. As with many jobs you undertake on a Triumph this is when the goal-posts moved. Underneath the car he found the bush on the spring eye worn and underneath, oil weeping from the seals of the differential. The vibration may have been responsible but guess how long ago the seals were replaced? About 5k miles.

So, as one job has led to several, the car is now SORN while the lock-down work continues with new bushes, oil seals and UJs on the shelf, slowly making their way onto the car. Gary says he will also take the opportunity to do some bodywork while the car is garaged but can still get his Triumph 'fix' with a socially distanced spin around the country lanes in his GT6. All being well, the Vitesse should be out and about for a less stressful 2021 season.

Andy however has used lock-down to crack on with a complete re-build of his Triumph Herald. In Andy's own words you will not recognise the car once it is finished. The car came off the road in August 2014 and has undergone a complete re-build with lock-down supplying some of the hours needed for completion if not the money. Engine out, body off, and chassis off to the shot-blasters. Now Andy knew there was a fair amount of welding to be done but returning from the shot-blasters the Herald chassis looked more like a net curtain, and so it was here that the re build began.

A completely re-built chassis, bare metal respray for the body tub inside and out (completely different colour), new wheels, new interior and so the list goes on. Now Andy listed far too many parts replaced for me to mention here but one thing is certain I cant wait to see the car and it should be back on the road for the spring of 2021.

Martin has been doing a spot of re-wiring.

And John, well John has been building a Radio controlled model of a Landrover, you really need to get out more John (no that's the idea of lock-down, you can't go out, sorry) Only joking it sounds amazing and can't wait to see this all working off roading Landi.

As for me its the first time in a number of years I have had two Triumphs up and running at the same time with my MkIV Spitfire on the road and the TR7 about to go for an MOT, I might even go for the hattrick and start work on the Moss Roadster (A Tri-



M25 East

umph based kit car from the 80's) and as it looks like a little plastic Morgan I might re build it as a Hill climber??

What ever your project, Stay safe and look after yourself.

Dave

M25 East

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Hi everyone, I trust you are enjoying the summer, albeit a bit different this year. This month there's some good news and some bad news, so, let's get the bad news out of the way first. With the lifting of some of the lockdown restrictions and camping given the go ahead in early July we were hoping to finally get some weekends away but, unfortunately both the Northants Camping Weekend and the Leicestershire & Rutland sunshine Rally were cancelled. I think we were all gutted by those two not happening as they seemed to be the light at the end of the tunnel, so to speak. But alas, it was not to be. They will be twice as good next year!

The good news is that we managed to book a weekend away amongst ourselves at the end of July at a campsite down in East Sussex. 18 of us got booked in but you will have to wait until next month for a report on that one. Further to my plea for stories for the monthly write ups, Chris sent me this for your delectation. Take it away Chris -

So just into March, I decided to give VAC its first drive out of the year. Unfortunately, the clutch pedal went straight to the floor and didn't want to play. So, it was gearbox tunnel out time, which for me is a bit of a pain as I have to remove the centre arm rest, radio and speaker before getting to remove the carpet and tunnel. 40 minutes later and I was able to see the slave cylinder was the problem and duly ordered one from James paddock as they seem a friendlier bunch than others I've used. Fitted back on the car, bled and everything back in place, the test drive was fine for the first 20 miles but then the gear changes became quite notchy. When I got home I checked the reservoir and the fluid was dirty. As I've never replaced the master cylinder, I thought maybe the seals were perished and ordered a new one from a local supplier. I didn't use JP this time as they were £10 dearer plus P&P!! Master cylinder fitted & bled again. The gear changes still weren't right and the pedal was a little spongier than be-

fore. Head scratching and a couple of phone calls for advice I decided the slave was naff and ordered a new one from my local supplier. Gearbox tunnel out again and it was fitted and bled. I've realised I'm a little OCD as I wasn't happy till everything was back in its place Re radio, speaker centre consul... then test drive (by the way, I took my JP slave back to my supplier and got a new one so now I have a spare!!! Hehe!!). Test drive was OK but gears still a bit notchy especially 3rd to 2nd & when engaging reverse. Speaking to another area member who doesn't live too far away, he suggested I bleed the cylinder before I put it back into position as he thinks the slave isn't pushing the fork far enough...

. Good idea Kev, gearbox tunnel out again, radio, speaker, centre consul, steering wheel, and the job was done. Test drive and it was a little better but not perfect but I decided I wasn't going to mess around till something went wrong. It was a lovely day and the test drive was going well, so I decided to take a few A roads winding me through the lovely Kent countryside. I noticed a couple of posers in a Honda S2000 behind me and decided I'd show them what this baby can do, so floored it hacking it round bends and going really fast!! (well, fast for a Vitesse ha ha-ed!). Booting it down the hill into Tenterden there was a horrible noise coming from the engine. I thought, oh deary me what on earth can that be and applied the brakes taking me onto a gravel pull in and then engine off. The Honda went by and they gave me a wave, I think. Bonnet up, and the noise was coming

from the starter motor... well that's f...broken I thought and phoned for a tow home. Back home and an evening spent in the garage removing the radio, speaker,

arm rest...you got it, to get the starter off I found the problem to be the live from the ignition was shorting out engaging the starter. This might be because the key barrel moves a little when I start it and over time had rotated 360o? So a £15 ignition switch fitted and she's back on song....for now. I saw a really nice saloon the other week & I've been thinking how much I enjoyed BRAG, but having lavished so much time on VAC I looked along the path of a Honeybourne hard top. Doing a google search, I contacted a chap in Poole who had one for sale on



M25 East Manchester

M25 East Continues

ebay last year. It didn't sell so I bought it.

Looks really smart like those Herald Coupes. So that might turn up at an early/late show.

Be seeing you! Well, thanks for your tales of woe Chris I'm sure you'll get the old bucket

of muck running right one day ha ha. Further to Chris's tales of woe, I also had some of my own. The front wing of the Herald that was painted about 3 years ago only decided to start bubbling up again. Blooming cheek !! Anyway, this time I thought I'd have a go myself and armed with a rattle can I did the deed. The outcome, I must say was perfection. That was until you looked at a different angle and it was bl**dy dreadful ha ha. Couldn't live with that so in the end I bought some paint and let the pro's sort it out.

That'll do for this month, if anyone's still awake ha ha. Cheers

John

Manchester

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Hi all hope you are all keeping safe and well, lockdown seems to be easing a bit now but planning anything is still a way off yet, so not much to say on that front. In mid July we did managed to arrange a socially distanced drive out around Kettlethulme, Potts Shrigley and ended up at Castleton, tak-



ing in breathtaking views on route, we had an good turn out of cars and all made the journey no problems. It was a really hot sunny day and we were lucky as it was wet in the days building up to it and after it.

Think at the moment it's best just to do short drives out without much interaction with much else and we should be arranging another one in a few weeks.

Our weekly Zoom chat meetings have been both well attended and enjoyable and a welcome distraction throughout lockdown, however now lockdown is easing we are now holding them fortnightly giving members a chance to see family and friends again on the Friday evening.

We are not holding our monthly area meetings at present for obvious reasons, which is a good thing because our area meeting venue meeting room has been knocked down, due to a housing redevelopment. So we are now on the lookout for a new meeting venue which is going to be difficult until all the pubs have sorted out their social distancing measures, so we are looking and will let you all know once we have found an alternative venue.

Update on members cars:

Rob's TR6 had a faulty fuel pump on his last drive out so TR trader from Cheadle has fitted a new Bosch fuel pump, filter, PRV valve and fuel lines and he has just finished his 3 year restoration of his TR7, had it MOT'd and ready for the road. Paul's Spitfire has got its newly painted body reunited with its chassis and fitted new wiring loom and refitted lights etc.

Hugh has fitted some really nice leather seats to his TR6. Monty has re upholstered his Bonds seats. Craig had to replace his windscreen as it got damaged on a recent drive out.

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 K



Newbury

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With lockdown rules being relaxed Dave, Ian and myself reviewed the situation. We concluded that we would wait another month and review the situation again. It is possible with more and more people moving around the country and mixing that another spike could occur. We are very lucky in West Berkshire to have zero cases of Corona virus. It will be difficult meeting at the Downgate as it so small inside, I did hear that it has been turned into a steak house during lockdown.

I was disappointed with the garage when I decided to drive over, they have not touched my GT6 but promised this week, I have not much faith in that so if not I will get it back home and think again.

Steve has been using the Vitesse daily but his time now is taken up working on the new acquisition.

Photo 1. Having got the Dolly sprint transported down from Leeds it is now sitting pretty in a new pop up garage. See photo 2. The car has been sitting for about 20 years with the occasional run round the block hence the engine is not running as it should. Photo 3. The timing was 10 degrees out and there is a carburettor problem. The engine is getting hot so Steve has ordered parts and the work begins.

Steve has purchased a spare sprint engine that was in a TR7 as a job lot with lots of other parts. Please contact Steve for information on the parts he will not require.

With our cars in lockdown, their batteries have



needed looking after more than ever. Newbury member Emrhys Barrell has been putting his experience testing equipment for car and boat magazines to good use to test the remarkable battery charger from Lidl.

This bargain-price unit appears in their stores over winter, and is immediately snapped up by people in the know. At just £15 it is a quarter the price of equivalent chargers, but just as good. It is fully automatic, and will charge large or small 12V batteries, wet, gel or AGM, and will also charge 6V batteries, which makes it almost unique. A longer report on this will be coming out later, but in the meantime, put yourself on the Lidl offer alert system so you can get one when they come round this autumn.



He has also been testing a digital speedo that gives readings in mph or kph, so is perfect for trips abroad when we can next cross the channel!

He has also been trying to solve a long-running problem with his Stag. The car hesitates or stalls when pulling away when it is hot, which is both disconcerting and potentially dangerous. He has tried changing just about everything, including fuel lines, coil, and carburettor by-pass valve, but has finally narrowed it down to disappearing oil in the Stromberg dashpots.

Searching on line for an answer to the problem, he came across a thread on a forum. Apparently the problem can be caused by the needle valve adjusting screw O-ring at the bottom of the damper tube going hard and brittle, letting the oil run past, especially when the engine gets hot, and affects all Stags and US-spec TR6s and TR250s, which were also fitted with the same 175 Strombergs, as the fuel injection system did not meet US emission standards. But the O-ring is held in place by a spring clip, that proved impossible to remove. Forum members described how to do this, and now he is waiting for replacements to arrive so he can see if he has cured the problem.

From Oli

The garage is currently doubling up as an office while I work from home. The only thing I've done to the Spitfire since lockdown begun is to give it a much needed annual bath! The BSAs have had a bit more TLC largely because they're in greater need than the Spitfire which is still in good running order following its complete rebuild finishing 5 years



Newbury Norfolk - North East

Newbury Continues

ago! The new garage with electric roller doors makes it so much easier to get classic cars and bikes in and out when compared with the shipping container I was using before!

From Nigel I took my TR7 to Banbury to drop off my Fiat 127 head for a rebuild. On the way there I noticed a slight grinding feeling through the brake pedal, I decided to carry on but when I got to Wantage I had diagnosed front offside wheel bearing failure. I carried on, dropped the head off and planned a nice leisurely drive home. The noise turned into a growl but I made it home. £16 and a new wheel bearing was purchased from Robsport. It took less than half hour to install, such is the great design of these cars. Now just waiting for the weather to come back.

Keep safe and keep um rolling



Our quiz weekend in June went down well (or folks were too polite to say otherwise), although there was a lot of groaning when the answers

were given out at the Zoom meeting. The Triumph emoji part of the quiz is printed elsewhere in the magazine to give non Norfolk people an idea of what I put our local members through.

That's it for now. Final details with route plan for the **August run out** will be sent out via email (let me know if you want to be added to the list) and on our Facebook page.

Paul, Christina and Mike.



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Malc

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As lockdown continues to ease, at the moment (early July) our thinking is not to start the monthly pub meetings yet but rather have socially distanced runs out on the 2nd Sunday of July and August. The first, on Sunday 12th July, a 'bring your own flask' broads run organised by Mike ending at a suitable meeting place; a write up to appear in next months Courier.

The next is due on Sunday 9th August, Paul and Christina are organising a 'scatter' treasure hunt. There will be seven points to visit with a clue to solve at each point. There won't be a start or end place as such so the order you do them will be up to you, although we will be supplying tea and cake at one of the stop off points.

There is light at the end of the Tunnel, the Pub's and cafe's are now open so perhaps we can organise a run out, as we will have somewhere to stop for toilets with a bit of luck.

Brian Armstrong has offered the Use of his Training facility near Durham to be used for our meetings until we can get back into the Traveller's Rest without reserving tables and time slots, there is a large enough area to allow social distancing, and we should be able to provide Tea & coffee, Our first meeting should have taken place on the morning of 12th July, more details next month. so hopefully once we have been together we might have more events planned.

If you have not been informed of this by E,mail its because I don't have your mail details. if you want adding to my mailing list for up to date info please contact me.

We hope everyone is keeping safe and hope to see you all soon

Geoff

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



Northern Ireland

Northern Ireland

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Thankfully, something to write about this month as we have started to get back on the road again, but still conscious of social distancing and everyone's health whilst doing so. Sat 20th June saw us meeting up at the Park and Ride at Dunsilly, Antrim for our Antrim Hills run. A particularly good turn out with eleven cars, although three non-Triumphs, with Gavin and Karen in the Aston, Mark and Dillon in the Astra and Edgar and Joan in an MGF, thankfully Alan (F) was not on the run! It was good to see Eric (T) joining us in his immaculate red Herald.



Quick briefing over and we were on our way towards Ballymena and then off the main road and over the hills towards the Steeple area before driving through Tardree forest to make our way across the Parkgate and Doagh roads to finally join the Collin to bring us to the Misty Burn. No stopping here this time as we climbed up the Rathkeel hill to the Deerfin to bring us down to the Raceview area in Broughshane for our customary toilet stop at the library - for the older folk. A short drive then brought us to Houston's Mill for our tea/coffee break in a genuinely nice warm location and, of course, a wee chat.



Break over and off we go again this time using the Tullymore and Glens Brae roads taking us to the little used Tuftarney road to Cargan and then towards the Glenariff area before doubling back on ourselves to use the Skerry East road towards the Skerry Inn. This, in truth, was a terrible road with a few exhausts contacting the road surface causing some delays. Once we were on the Old Cushendall road though we made up for lost time as it had a great smooth surface with some lovely views and bends as we made our way down to Cushendall through Glenann and Glencorp, with Slievenanee

and Trostan hills on the right and Slievenorra forest on the left, for another little stop and a chat to a local mechanic about MOT's.

Robert and Daphne left us here as they made their way to Portrush for the weekend. On the road again this time using one side of Glenballyeamon we took the Gaults road before dropping down the other side of the glen to come out further along the main drag of Cushendall. Now on the coast road (A2) we had great views of the Irish Sea as we travelled through Waterfoot and Carnlough hugging the side of the coastline. Leaving out the next glen (Glenariff) we then continued towards Glenarm before heading inland again taking the Ballyvaddy road to bring us to the top of Glenarm so that we could approach the village by a different route using the (B97) Munie road. The secret here was to take the Tully road halfway down the glen as this gave us spectacular views of the mountain side, the glen, and the coastal area. A road well worth using when in the area. Our final stop was at the car park at Glenarm where we all had the opportunity to use the local well stocked burger van and toilets - essential for our trips. Trip over and so we all made our own way home as and when we pleased. A good trip and well supported with great weather to complement it.

Of course, in the middle of all this some people are still working on their cars. Work on the bonnet of Brian (S's) Spitfire continues and the front passenger side wheel arch has been rebuilt with the minimum of material removed and new welded in to make it good. He still has a lot of fettling, as they say, to do with panel hammers and filler etc. but thankfully for him all the rot has gone - hopefully! He plans to begin on the driver's side during July. Me thinks he might have it on the road in time for the proposed visit to the Ulster Aviation Club on Sat 26th Sept - pushing it I know!

Further update! TINA is ready and raring to go on runs as we found on the Glenarm outing. Two new master cylinders, new instrument panel with volt-meter, temperature gauge and oil pressure gauge, wooden door trims, wind break (experimental mesh design) and half tonneau cover and, of course, a full



Northern Ireland

Northern Ireland Continues

service. She is "running like a mouse chewing paper" as Barry would say.



Due to the Rinkha not being available to us due to earlier closing than usual because of Covid19 we had a new location for our July monthly meeting night. Gathering, as usual, at Carrickfergus Castle we set off this time for Manders Sweet Factory and Ice Cream wagon at Shankbridge Road, Kells. Not too bad a turnout in mainly Triumphs, Alan and Pam, Alan and Maureen, Stephen and Elizabeth, Simon and then Heather and myself. Just two non-Triumphs of Colin (L) and Heather in their modern Ford Mondeo car and Peter and Nathan in the Mazda. Thankfully while we were there, I was able to help Colin with three spray tins of Triumph 19 White as TSSC cannot supply, as they can't post it across the water. He also needs a single Herald wheel if anyone has one going spare, just the smaller 3.5J diameter. He hadn't tried the paint by the time I submitted this report as he is still working on the Herald body tub which is currently being ratcheted with a huge ratchet strap to pull the tub sides in, thereby improving the door gaps. He is waiting for one of the rear wings to snap off it is that tight. He has an MOT on 20th July so he might have a working GT6, SAL, by the end of the month. After a short chat, again, we took the Woodburn road out of town, no bands this year, as we headed towards Woodburn waterfall and the reservoirs and then past The Cats Inn with Slieve True on our left. Making our way downhill to the A8 then to the Hill-head road at Ballyclare before taking a left along the Ballylinney road to meet the A57 that gave us a



clear run to Doagh.

Bit of a wait as we checked on Colin and Heather before continuing towards the Sweet Factory. Not wishing to stay on the main Ballymena road too long we headed across country to the Connor/Parkgate road at Dunamuggy - where do they get these names from - and then on towards Kells. Not wishing to go through Kells - don't know why that was - we turned towards Chapeltown and so approached the factory from the Drum road end. Bit of a surprise when we arrived as there was Philip (A), but this time in his well looked after Rover. Good to see Philip again as he has been indoors for some considerable time. Now means that we have seen all three of the original Amigos over these last two runs. Maybe we will see them all together soon - hopefully. Bit of an unusual place the Sweet Factory but well worth a visit as they do everything sweet as well as hot food during the day. Must admit I called the following week and had a big afternoon fry.



By the time you read this we should have had the Sperrins run over where we travelled from The Elk, Toome to Gortin Glen for a round trip of about ninety five miles, never mind the distance getting to and from The Elk.

Some further work done to Simon's Spitfire in that the tappets has been adjusted as the engine was quite noisy during the Ice Cream run. Some were too tight whilst some were slightly slack, that's life. An opportunity was taken to balance the carbs at the same time. Hopefully, that will improve matters and give Simon more confidence in the car - no more wheels falling off!

A big thank you to Stephen (K) for his time and effort especially as his wrist is still recovering.

What is there to look ahead too! It's exceedingly difficult to see what we can do. I have planned the last four runs as I felt that it was unfair to ask the members to do so during and through the Covid19 lock down.

Provisionally the following is our programme ahead so I will speak to those involved to ascertain if they are happy to lead on these occasions.

Wed Aug 5th Area Meeting. (Nortel - 8 pm).

Sat Aug 8th Area Run - Area TBC - (Peter M).



Notts Oxford - Peterborough

Sat Aug 22nd Area Run – Antrim Hills – (Alan H).

Wed Sept 2nd Area Meeting. (Nortel – 8 pm).

Sat Sept 5th Area Run – Mournes – (Alan F).

**Sat Sept 26th Area Run – Ulster Aviation Club,
The Maze, Lisburn. (Brian/Douglas).**

Obviously, I will keep you posted and up to date as to how matters progress. In the meantime, all keep well and in touch with each other.

Douglas.

Notts

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Hope everyone is keeping well in this new way of living. Did you do any projects whilst having time off? Well we did as in Nigel, as you do looking on selling pages of the Triumph matter, and not really looking or wanting to buy anything because we have other projects ie cars to be reborn on the road.

So after a conversation, Nigel says look at this! What do you think? So I said ohhh that looks nice. (Note I said that looks nice!) What is it and how much? And guess what? we purchased a Triumph Spartan with a Vitesse chassis on and running gear!

So that evening we travelled to Newport Pagnell had a look and put a deposit on the car.

So far so good.

All done in the social distance way, all wearing face masks. So arranged collection for the Saturday. Sorted out paperwork and insurance. We then collected the car and Nigel drove it home.

Smiling all the way home. On the Sunday Nigel gave it a few tweaks and I polished and cleaned the car. It's nice to be back in a Triumphish car!!

So we will see you again at our meeting in some-thing different.

At present Sandy Pate sports bar isn't open so we are planning various runs out, in the meantime also check out the notts Facebook page and Nigel is sending texts out to arrange social distance meet ups.

Also whilst in lockdown we have a new addition to



our family our little at the moment Labrador called Reville. Who will hopefully be attending meet ups and get to ride in the car with Bailey the springer.

We have missed you all so say the least. So in these strange times we are looking forward to seeing you soon. Take care and stay safe.

Regards

Nigel and Di.

Oxford

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Oxford Area lockdown report...we have all been social distancing from each other since March of course. Some are retired and some are furloughed and some are....?

Anyway there has been some work on Triumphs...one member helped another (socially distanced of course) to fit a voltage stabiliser to a 13/60. Another member went to the bottle bank (and back) in his Vitesse.

Will Hilda start? We all want to know that!

CHR has a Lancia Trevi which is being fettled by others.

Tom got his Scimitar through the MOT and then promptly started work on it!

I got my TR7 through the MOT (just) Dwornik Engineering helped by fitting a period rear fog light (one had fallen off...the wrong one apparently! If only one rear fog lamp then must be on the RH side as viewed from the rear.) DE had one lying about....fortunately.

A couple of other Triumphs have had the pleasure of being taken out for a run. I thought about it but there was nowhere open to visit!

Tom and Nick

Peterborough

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The Baston Car & Bike Show normally held the 1st Sunday in July was cancelled just prior to the Covid pandemic really hitting all of our activities - shows and club meetings. We would have had a stand at the show and we requested photo's of our Area's



Peterborough Scotland

Peterborough Continues

members pride and joys - so Bernie has put together a montage of photo's that Members have e-mailed in of our 'virtual stand' so that the cars can at least 'virtually' be together. See it in Full glory in Area Showtime in this Issue page 52.

Whilst we've been clearing out papers, trimming bushes, digging gardens and dibbling plants in borders and watering them there may be some vehicle related issues that may have been overlooked. Is your insurance up to date? - as the offence of driving an uninsured vehicle carries a discretionary disqualification, an unlimited fine, six to eight penalty points, a recovery and initial storage charge of £170 and there after £20 per day storage fee - AND - if the vehicle is not claimed within seven days then it will be crushed or sold by the recovery agents.

MOT testing is to be re-introduced from 1st of August as Covid-19 restrictions are slowly lifted. Due to coronavirus, drivers were granted a six-month exemption from MOT testing in March to help slow the spread of the virus. But now all drivers with a vehicle due for a test will be required to have a test certificate by the 1st of August. If you are unsure contact your MOT station as a lot of changes have happened in this area over the last few weeks.

One of our Members phoned in and during the conversation he advised he had received a letter from the police advising him that his TR4A had been photographed on Barrier Bank at Cowbit achieving 42mph in a 30mph limit. Now my mouth is sealed and I promise I won't let anyone else know of your misdemeanour G****e - but if it eases the pain on your pride a neighbour admitted on Zoom the following day that she had also committed a misdemeanour at the same camera!

A piece of advice that came in from one of our erstwhile Members who regularly checked the charging of his battery from his voltmeter on his dashboard

and noticed that it wasn't charging the full amount. When travelling home one night in his Triumph he noticed his headlights and dash lights starting to get yellower and yellower. Once he had stopped to get out and check his lights it was too late there were no lights just candle flickers! There must be a motto in here, that if you have an automobile with a gauge its better to check it regularly - and respond to it's warnings!

By the time you read this we will be compulsorily wearing masks over our mouths and noses in shops - and apologise in advance if I don't recognise anyone as my glasses keep steaming up when I breathe. But you don't need a mask to order parts for your Triumph from the club online. Please support the Club Shop if you can.

Hope you are getting the MailChimp e-mail messages from Charlie. If not then please let us know. Keep the distance and stay safe.

Doug



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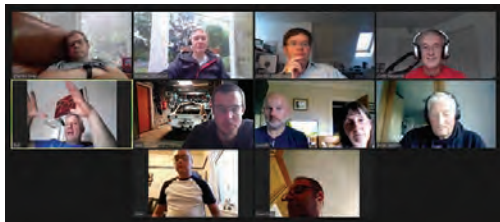
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June's Meet Night took place, however not at the Harvester but at several locations across the country, we had a virtual meeting and used Zoom as the platform. It was great that several people joined the meet and it was not as much as a ramble as I anticipated, I say that with respect, think back to our meetings at the harvester, several people all having different conversations and a lot of noise in the room, my fear was that we might have a similar experience with the online meetings and zoom does not lend itself to several simultaneous conversations. Entertainment for the first 15 minutes of the meeting was provided by Mark trying to get Zoom

working despite using it the week before, however once connected it was agreed that it is time for a new computer and the he has to ditch the Etch-a-sketch, at least all you have to do to reboot them is shake it. The meeting was a great way of catching up with each other and to see some friendly faces again and have some good chat. We were trying to organise a Sunday drive somewhere and it was decided that Lomond Shores would be the destination as there will be toilets available there. As the lockdown restrictions are slowly starting to lift, we have a bit more freedom but still with a lot of responsibility on our part. Bearing that in mind we will host another Zoom meeting on our usual meeting night, keep your eyes posted on the Facebook page for the meeting ID and password, I cannot publish



these any earlier as the clock starts ticking as soon as I open the meeting session, i.e. ten minutes to eight.

I have secured 15 spaces for Kames Motorsport Rally in Muirkirk, I have been guaranteed that all the required Covid measures will be in place at the event, if you have not already let me know if you are attending please do so ASAP. The event is scheduled for Sunday 24th August and entry is £5 at the gate. The NEC classic show is still scheduled for November at this time, I am not sure if the format or restrictions on numbers will be in place.

Chick and myself managed to get the cobwebs blown off our cars and had a great drive down the Galloway coast where we finished at PortPatrick, it has been many years since I was there and forgot what a lovely place it is. The Kirkintilloch club organised a drive up north and I know Mark and Jaqui took part, the photos had some blue sky and it appeared to be a good day out.

So, what has been happening in our garages over the past month? Young Alan Chappell put his Herald in for a MOT, at the time the brakes were working great and then suddenly the brake pedal went to the floor, it appeared as though the master cylinder seal had failed as there was no sign of leaking fluid anywhere. Alan managed to source a new

cylinder from Chic Doig and the garage fitted it and asked if Alan would like to help him bleed the system. They poured some fluid into the system and Alan pumped the pedal, shortly after they had to stop as the fluid was still disappearing, they could not find where the leak was coming from but eventually spotted fluid on the bulkhead under the heater, it appeared a pipe had failed and as it was after 8pm they decided to call it a day at that point. The car now has working brakes and a fresh MOT despite it not requiring one. Well done Alan for taking your car for a MOT despite there being no legal requirement to do so, the pipe could have failed on the open road, a lesson to anyone who thinks getting a MOT is not necessary.

Iain MacPherson has been busy in the garage as well, he has been working on the Vitesse and has fitted the chrome quarterlight windows and made some adjustments to the hood to get the side window seals better. Iain has also fitted a period radio and surround and relocated the modern radio to the driver's side and fabricated a cover to conceal it. The new fibreglass gearbox tunnel has been soundproofed with Dynamat as well as the floor. With the new tunnel and soundproof treatment to the floor Iain could not resist adding the finishing touches in the form of a new Moulded carpet set from Newton commercials, Iain made some other improvements to the interior that I am sure we will be drooling over the next time we see the car. The icing on the cake was when Iain had not only one MOT certificate in his hands but 2, both the Vitesse and Spitfire have a fresh ticket for another year, again another example of having a car MOT's when it is not legally required. Since the MOT the Spitfire brakes need freed off a little due to inactivity, the club telescope bonnet lifters were fitted to the bonnet which involved having to readjust the bonnet. The spitfire will be up for sale and has a modest asking price of £6,500, this will be a great car for someone when you consider the work that Iain done during the restoration.

Just a final note on MOT exempt cars, the club still recommend that cars have an annual MOT despite it not being a legal requirement. I know many of us are well seasoned in maintaining our cars to a high standard, however when my cars were in for an MOT I discussed this with the tester, he stated that the insurance companies are paying closer attention to MOT exempt vehicles, they have the right to inspect them should they be involved in an accident (they have this right for any car whether exempt or not) As we all know a MOT only confirms the car is roadworthy at the time of testing, but at least it may



Scotland Somerset - North Staffs

Scotland Continues

provide some backup should an accident occur, it is something worth thinking about, is it worth being potentially sued for the sake of a year's ticket?

That's it for this month folks, apologies in advance for any typo's or incorrect grammar, as usual I am writing this at the 11th hour and nodding off. Yeah Yeah, I know even writing these puts me to sleep, so I understand how you feel when reading them, better than any sleeping pill....

Stay safe, Lets Triumph and ride this out together

Michael

August'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

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Another month in lockdown but work continues on our cars, mostly behind garage doors due to this seemingly incessant wet weather (I'm writing this in the first week of July and the long hot days of May are just a distant memory).

Fettling has been going on aplenty all around Somerset. Maggie's spitfire hood saga has finally been successfully concluded, with help from Brian at Catcott Garage and Spitty is now waterproof. Unfortunately the speedo has now gone on strike and while investigating that one of the indicator stalks was broken... New stalk arrived today and by the time you are reading this it will have been fitted. Maggie had a very interesting and informative conversation with the helpful people at Canley Classics volunteered details of an instrument restoration business in Nottingham. The speedo is going to have a full overhaul to ensure that when it is refitted to the car it remains fully operational well into the future. By the time you read this it will hopefully be finished.

Harry meanwhile has been turning his attention to his Mk3 Spitfire and it's wiper mechanism. The little clip on top of the gear was so completely covered in grease and muck that he was temporarily stumped when trying to remove the cable. But not for long. When all else fails read the manual (or ask a friend).

Thoughts turn longingly to seeing other people and their cars. As I write this we should now be heading for the ferry and Le Mans, now of course postponed till July 2021 and there is very little left in the calendar of events. We have been putting our thinking caps on and are hoping that the July Zoom meeting will be replaced by a real live face to face one in August. Venue, time etc will be advertised on our Facebook page and by email.

Just a quick reminder to everyone: If you change email addresses please make sure you let one of us and TSSC HQ know otherwise you may miss events and information that we send out.

All the best,

Maggie & Harry

North Staffs

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At last, it looks like things are getting a little better around the virus outbreak and we can start to get out more, unfortunately, it looks like all the events have now been cancelled for this year which of course is disappointing, let's hope there might be some small local get together towards the end of the season.

I would like to welcome Richard Bewick who has recently joined the club and owns a GT6, Ricard makes the second GT6 owner joining the club in recent months along with Andrew Best so I'm sure they will be looking forward to meeting up.

I asked if anyone was interested in having a meet up on a Sunday morning now some of the restrictions have been eased, but I've had a very low response so far, I will wait and see if any more are interested before going ahead.

I'm thinking that we could have a meeting this month July but might bring the date forward as it's been so long since our last met up. I will email everyone, however, I get quite a number of emails bounce could I ask members who don't get any of my emails to provide an up to date email address. Either by sending an email or using the contact page on the area website which is on the header for the area news.

I see that a number of areas have been holding zoom meetings I'm not sure how many would have liked to try that, I don't have a camera on my PC never had the need for one, I hope we are passed



Suffolk West Sussex

the need to zoom as it just not the same.

I have spent a lot of time trying to find some door handles I bought for my Vitesse some years ago, I'm now beginning to wonder if dreamt buying them as I'm still looking. I wanted to fit the locking mechanism before fitting a new door skin so the job would be easier, I sometimes don't make things easy, I needed to spray stone chip on the inside of the new door skin. I had some stone chip left in a can but when I tried to spray the door it just wasn't coming out, shaking the can there was some in the bottom so I thought I'll just empty it from the can and brush it on.

Vigorously shaking the can with a throwing action some started to come out after some time there was enough to start spreading it over the door, the colour looked a bit muddy but I carried on until it didn't seem to move like stone chip, the reason being it was Tetraseal wax, Doh.

It then came to me months ago I used a shutz stone chip can for spraying wax on the Stag, not the best thing for getting a good paint bond on the door skin, I immediately ordered more stone chip.

Looking forward to meeting up again with some of you just hope the weather improves.

Cheers

Dave

Stop press: I found the door handles but the mechanism is different ?? investigation required, also found the long lost windscreen wiper motor.

Suffolk

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The first possible Suffolk meeting for a few months didn't quite happen as planned. Colin suggested some of us meet at Ipswich Waitrose and had organised a little tour of the backroads around the area. When the evening arrived, the weather was looking poor and with the thoughts of being huddled together in the Sorrel Horse, rather than outside amongst the cars, the numbers dropped one by one, including myself.

In the end Colin, Brian and Jacob met up anyway, did the roads and arrived at the pub to discover the rain held off and they have increased the undercover seating outside. Apologies for the lack of attendance chaps, but Colin has sent me some notes.

Good job there was some representation at the pub, as one new member arrived. He's Gary from Sudbury who by coincidence lives about 50 yards

from Jacob.

It seems Jacob has been having an interesting time with the Herald estate. He's snapped the front of the chassis taking most of front valence with it, this also ripped of the exhaust box off so now has an even louder cherry bomb on it. He's also pressure washed some of the rubber bumpers off as well. That's all the detail I have on this, but I can only assume none of it was intentional.

However, the photo Colin sent me of the cars at Waitrose car-park shows the



Herald is fighting fit and back on the road.

As an alternative to the Tuesday night tour, there's talk of doing a breakfast run one weekend in the near future. Failing that, hopefully we'll be gradually getting back into the swing of things by the next meeting and we can hope for better weather.

See you all on **August the 4th.**

Russell

West Sussex

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In a world where shows, meetings and general drive outs have been swept aside, it looked as though there was going to be very little to report from June 2020. But then, just as the month ended, HQ gave the go ahead for well managed small meetings and gatherings. This allowed Nigel to quickly arrange something, and gave me some much needed news to add to the otherwise slim pickings that make up this month's report.

It was good to see that Henrik's Vitfire has taken another step forward in its improvement programme with the fitting of the boot lid that he and Nigel have been working on. They seem to have done a really good job with it.



Jess unfortunately blew a core plug on her Herald and had to call the RAC to get her home. Astonishingly, for what is a fairly unusual occurrence, this isn't the first time it's happened to her - she also blew one four years ago at

West Sussex North Wales

West Sussex Continues

Brooklands, running the legendary Test Hill.

Unfortunately, this meant that her car, along with several other peoples - not to mention a couple of owners - was "hors de combat" when Nigel's event took place.

Nevertheless, Nigel, Henrik, Sue, Andy, Dominic and Keith successfully roused 6 cars from their



slumbers to enjoy a run out over the sunny South Downs on 28 June. The afternoon saw 2 Vitesses,



3 Spitfires and a Herald make the drive and end up at Nigel's



Although one swallow doesn't make a summer, hopefully this small event marks the beginning of the return of a few more gatherings and/or drive outs this summer. And with our normal monthly meeting venue - the George and Dragon - reopening in early July, we are hoping that we may see some sort of meeting there soon - so please follow us (@tsscwestsussex) on Facebook, Instagram and Twitter, for the latest news.

Looking further ahead, we were also pleased to see

that the George and Dragon has lodged a Planning Application to add an extension, in the style of an old barn, to house a dining area/function room and new kitchen, which should make it an even better club venue.

Keep safe - on and off the road

John

North Wales

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Hello, everyone. Well, another month has come and gone and once again more and more events are either being postponed or cancelled, but this is totally understandable in these very odd times.

Tuesday 2nd June was our group's second Zoom meeting, and these are working well enabling people to keep in touch until the time comes when we can attend actual meetings.

However, as we have said before please don't forget that the telephone is also a great way of having a good chin-wag and a catch-up. We all hope that things will start to get better very soon, but we must also remember that we will still have to take great care and not rush things! It is hard not seeing friends, but let's be good and get these difficult times out of the way.

Cars are being refurbished, serviced, etc., and we are all looking forward to getting our classics back on the road. We are thinking of our lovely M.G. and Triumph friends, and look forward to the day when we see them again, but the most important thing is to stay safe.

Remember that if you have any queries you can telephone or e-mail us.

Take care.

Helena & Roger.

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

South Wales

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Tel. 07802 204068

As I write this month's news, or lack of news, its hot off the press that Wales can now officially travel more than 5 miles from home. Hopefully we can now get the classics out and actually get the engine warmed up before having to turn round and head for home.

This month's big news is that Bern Littlewood has had his second book published. You will all know Bern as the TSSC TR Reg secretary his articles gracing the pages of the Courier for many years. His new book entitled *A Practical Guide to Restoring a Standard Vanguard III Vignale* is Bern's diary of his restoration from barn find to show condition of his beautiful Vanguard.

I can recommend the book as a guide for anyone restoring any classic where significant home welding and DIY skills are needed and is an excellent step by step guide to carrying out an extensive restoration properly and very skilfully written by someone from experience with the skills to back it up. The end result speaks for itself Bern's Vanguard being admired at many shows and anywhere it goes in its distinctive late 50's colour scheme of Arsenal red and old English white. The book is available directly from Bern or from Amazon. Other books about Standard Vanguard Restoration are not available.

I have had regular contact from our area members carrying on their respective shed and garage based works and restorations. Mike got his Spit dashboard and gauges sorted out only to find that his headlight dip switch did not perform well after a liberal drowning in electrical contact cleaner. As with all Triumph electrics they do not like damp storage and

the ravages of time where the copper and brass oxides to form nonconductive green, black and light blue residues which do not conduct electricity. Last month I mentioned Charlie's Spit 1500 engine last month and continuing the story Bern took one look and the engine was quickly referred to South Wales Pistons for some major machining to get the patient back to full health. Charlie's wallet is doing well after collapsing in shock at the estimate of the engine rebuild costs.

I was with Bern at his unit when he was getting Chris's Mk3 GT6 running after the car's extensive chassis off ground up rebuild. Chris had sourced Pertronix Ignitor 3 electronic ignition which does not use optronic or magnetic detection as such, it is designed to detect the cam lobes of the distributor which normally provide the lift to open and close the standard points. Bern worked his normal magic and prepared the six cylinder GT6 engine for initial start-up on the standard points ignition set up with a few squirts of easy start in each of the two Stromberg carbs.

The engine slowly turned over and gradually picked up and fired literally making the noise you associate with a Merlin engined Spitfire. The exhaust downpipe was not connected to the rear yet and the sound was fantastic. After a bit of a warm up Bern fitted the Pertronix set up with me reading the instructions. Two screws and it was fitted with a little turn of the distributor to get the timing more or less correct. Bern turned the key again and the GT6 was on electronic ignition in less than 5 minutes. I have got to say we were both really impressed having both dealt with club cars that had broken down on runs where Accuspark and even Lumenition optronic systems had been involved.

The Pertronix system is not cheap but it does seem to be very easy to fit and looks like it is built to last being simple and robust. This is just my opinion and not a recommendation, time will tell.

Tim Williams sent me some photographs of his excellent GT6 Mk3 back on the road after lock down.



Tim must be one of the first to get his car out on the road and travelling more to a local beauty spot

South Wales Continues



called Porthkerry.

It is great to see that people are gradually trying to get back to the new normality and getting their cars out on the road where they belong. We are hoping to get a run organised over the next few weeks to get our cars out and hopefully find a large enough car park that we can have a socially distanced meet up to break the deadlock.

As I have said before getting our cars out on the road seems to put a smile on our faces as well as other people who see them. I'm not so sure about some of the comments though **"lovely car mate, my grandfather had one of those"**.

AL

Wessex

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So what can we say that is different from last month. . . . not a lot!! I could just say, 2020 cancelled, tell a couple of jokes and leave it at that! At least we are starting to get back to some degree of normality with shops, pubs and restaurants starting to open, all be it, in a limited capacity. Still a long way to go before most of us will be venturing out unless essential. Normally I would be updating this report, taking out the events that have been and gone, adding new possibilities and news from the previous month, as you can appreciate, not this month, I don't want to repeat yet again what you already

know.

Several local clubs have been trying to think their way round doing a couple of runs, but you start to appreciate how much we rely on local amenities, toilets, village halls, pubs, etc. Hopefully someone will come up with a feasible solution. As we have said on various occasions, living on the south coast, everywhere gets so busy, it is difficult to find a quiet spot, especially if you want the luxuries of toilets! I expect most of you have read about the problems we have suffered over the past weeks as soon as the sun appears!

Silverstone has sent a follow-up e-mail detailing the options available. We have decided to accept their offer to use our 2020 tickets for the 2021 Silverstone Classic and in their words; "In further recognition of your continued support, you will automatically be entered into a fantastic Golden Ticket Prize Draw* with the chance to win various prizes". Well, that can't be bad, though I never usually win anything, always a first time.

Another bit of news that has come to my attention is the replacement of E5 petrol for E10 from next year (2021). We all knew it was coming, but not quite so soon, or is it just that time has flown by? Apparently garages will still be allowed to sell E5 but for how long? The reality and economics might be similar to when they phased out Leaded Four Star, though from what I have read, I cannot see from a personal point, why anyone would want to change to E10 if given the choice. I am not going to elaborate on the "ins & outs" of what this means, speculation is no use to anyone and there is plenty of that about! Hopefully there will be better clarification soon, from the FBHVC and our respective clubs and maybe the Government. That aside, it will be an uphill struggle to convince friends and family who are not interested and probably have not got a clue that this is coming, that they might have to pay the extra for Super Unleaded to protect their older, modern cars, as Super Unleaded will still be available with only 5% bioethanol for at least the next 5 years!

Finally a statement from **Beaulieu Auto-Jumble**: "We are sorry to say that we have made the difficult decision to **cancel the 2020 International Auto-jumble**. We look forward to welcoming you back in 2021. If you are an existing ticket holder or exhibitor, we would like to give you the choice to roll over your exhibitor stand(s) or visitor ticket for the International Auto-jumble in 2021 (dates TBC) or receive a full refund." This is just the relevant passage, for their full statement go to the Beaulieu Webb site, where you will see the latest update and their



Wessex

proposals to still, if possible, hold some of the smaller events. As of the 8th July, Beaulieu has issued a revised Calendar of events, but tickets must be pre-booked! **Swanage Railway**, also cancelled, date for next year is **10th-12th September 2021**. **Basingstoke Festival of Transport**, was postponed from May with the hope of rearranging it for September, now they have thought better of it and cancelled! It will now be **Sunday 9th May 2021**.

With all these cancellations it has given plenty of us chance to get on with our cars. Gavin has been doing general maintenance and upgrading, fitting a CV driveshaft conversion on his Vitesse. His simple job of painting the servo has turned into a full rebuild after closer inspection, those damned leaks! Not sure how Jon is doing after his plea for any suggestions as to what might be wrong with his gearbox, intermittent loss of certain gears doesn't sound good. Consensus of opinion is, gearbox out job! Triumph's have never been the strongest of cars, they need nurturing, treated delicately, with a lot of love.

Gary's GT6 has finally come out of the garage (admittedly, pushed out!) and is looking really good. Being an engineer you know that everything has



been done to a high standard, it might be taking a long time, but it will be worth it! - Although the engine was fine when last running, it seemed sensible



as it was out of the car to overhaul it, as it turned out, that was a wise decision, nothing serious, just years worth of crud! (can I say crud?). Still a bit to do before we see it on the road, but hopefully soon. Of course my puerile comments about flared wheel arches to incorporate the double wheels at the back mustered a groan, obviously the wire wheel was put alongside to get an idea of how they would look, winding Trevor up who is not a fan of wires was a bonus!

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

Please note:- **August meeting, under review**. It looks like the pubs will be open, it will also depend on how practical it is and how comfortable everyone feels!!

All the best and keep safe,

Martin

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

CORONA VIRUS!

**Please check with your
AO or Event organiser**

**for Updates on when
Area Meetings will Resume
and obviously on Local and
National Events Please
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No Raffle or Refreshment Tent

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Contact Pete Lewis. 01582 750943

peter.h.lewis@ntlworld.com

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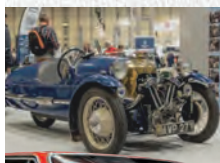


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