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THE COURIER NUMBER 483 SEPTEMBER 2020 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 483 SEPTEMBER 2020



TSSC COUNCIL OF MANAGEMENT 2020

Chris Gunby - Chairman/Gen Sec



Tracey Hawes - Financial Lead



Nigel Hill - Area Liaison



Martin Hughes - Director



Tom Hartley - Director



Jane Rowley - Director



Neville Wright - Director



TSSC HQ TEL. 01858 434424

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



Valuations. Bernard Robinson - courier@tssc.org.uk



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



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Chris Allen. Dave & Sue Bayliss.

Trevor Collett. Martin Cox. Eddie Evans. Dave Gleed.

John & Pam Griffiths. Leon Guyot.

Pip Flegel. Michael Hancock. John Macartney.

Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.

Frank Spencer. Paul Swanson. Peter Williams.



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THE September 2020

COURIER

Price £3.50 Free to Club Members.

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A BRACE OF 'VO' VEHICLES
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SEE PAGE 34 THIS ISSUE

Courier Copy/Area news



Editor. Bernard Robinson

e-mail: courier@tssc.org.uk

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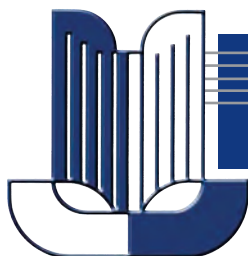
Courier Copy By 8th of Each Month

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THE GET OUT

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TSSC HQ Services

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

**TSSC Head Quarters is
CLOSED to Visitors until Further Notice**

TSSC MEMBERSHIP & RENEWALS

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

TSSC MEMBERSHIP ENQUIRIES

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

INSURANCE VALUATION SERVICE -

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

Email Only at present

e-mail Form To:

TSSC Valuation Service

e-mail: courier@tssc.org.uk

Form on Website: www.tssc.org.uk

TSSC INSURANCE PANEL Contact Numbers

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CLASSICLINE INSURANCE

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TSSC ACCOUNTS

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

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Main Street, Lubenham, Leics. LE16 9TF
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TSSC SHOW CAR REGISTER

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

COUNCIL OF MANAGEMENT 2020 meetings:

18th October, AGM on ZOOM

at 1pm. Meeting ID. 98211359863

Password 6VCz52

20th Sept, 29th Nov

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

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

or email: chairman@tssc.org.uk

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

International On-line Courier!

Welcome to September's edition of the Courier, we hope everybody is keeping well and safe.

Lockdown is now easing with opportunities to meet up, drive or attend small events, areas are organising a few trips and socially distanced picnics we hope you enjoy these gatherings but do remember to stick to the Governments current guidelines. Things will be different for quite a while yet it is good to see a few things happening 'Zoom' meetings will still be popular to keep in touch but trips out in the fresh air are going down well, if your local area allows them.

The Clubs Social Media - Facebook, Twitter and Instagram have been very busy with lots of interactions, plenty of help between members and progress reports on car rebuilds or fettling. If you haven't discovered us on these platforms take a look follow the links from the club website and like, follow and contribute there are some really good ideas and plenty of pictures for all to see.

Tom Hartley our COM member who oversees our Technology has been working hard to make our flagship Courier Magazine available to read on our Website. This is a big step, one we feel strongly will be more inclusive for our Overseas members who will now be able to view the Courier at the same time as the UK members via the Web whilst waiting for the high quality printed copy to arrive.

July 2020 marked the 40th anniversary of the very first edition of the Courier (July 1980) it made it the perfect edition to start with.

We put it, and the August edition online on the Courier section of the website. This is only for logged in paid up members; the general public can only see the archived older copies. Eventually the last twelve months of Courier magazines will be available on the club website to logged in paid up members, on top of all the older ones that everyone else can see.

The aim is that from now on the magazine will go online on the same day that it starts to arrive in UK member's letterboxes.

The magazine is designed to be read inside the website only and is not intended for download or printing. We have taken these small steps to try to make the PDF hard to copy to non-members but it is not easy to make it completely copy-proof. Ultimately, if we find that our flagship Courier Magazine is being copied and freely distributed to non-members then we may have to reluctantly withdraw this facility.

**STOP PRESS: TSSC HQ OPENING HOURS ARE CHANGING TO
9am - 5pm Monday to Thursday from September 1st 2020**

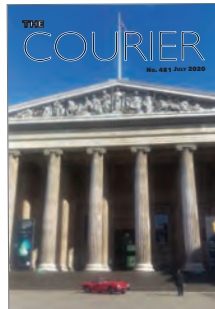
Finally we have had some fabulous weather this summer so I hope you have had the opportunity to



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

BY JANE ROWLEY

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

September 2020

FRI/SAT/SUN 11/12/13 SEPTEMBER 2020

YORKSHIRE DALES RUN

CANCELLED

SUN 27 SEPTEMBER 2020

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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

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
CANCELLED

March 2021

FRI/SAT/SUN AUGUST 20
RESTORATION SHOW NEC -
POSTPONED TILL MARCH 2021

Ticket Options

www.necrestorationshow.com/faqs

November 2020

FRI SAT SUN 13/14/15 NOV 2020

LANCASTER INSURANCE
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Insurance Valuations

The Club has withdrawn all face to face Valuations at HQ until further notice.

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.

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Date of Birth: _____ *Membership No.: _____ Expiry Date: _____
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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	Yls if 1st Date	Annual Make	Year of Manufacture	Recorded Mileage at date of last purchase	Date of purchase	Purchase Price

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

Body	Paintwork	Chrome	Cladding / Upholstery	Interior	Engine	Transmission	Electrical equipment	Estimated Value of Vehicle

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

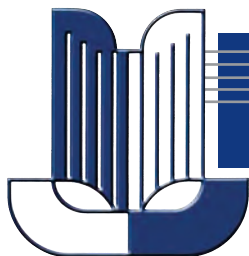
A1+ The vehicle must exceed A1 - TOP CLASS and with this effort to be considered to be Concours.

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

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

A3 SEVERABLE: The vehicle must be in a satisfactory condition and be capable of satisfying an initial test requirement.

YOU MUST BE A CURRENT TSSC MEMBER OR TSSC VALUATION REVERTS TO "MARKET VALUE"
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 issued. If the Club Car has been over or under valued by the member, or more realistic value will be set and will be subject accordingly in the event of a dispute, the Club will require more information or a personal inspection.



NEWS REVIEW

Monthly News of a Triumph Nature

Annual General Meeting

Notice is hereby given that the Annual General Meeting of the Triumph Sports Six Club is to be held on Sunday 18th October 2020 at 1pm On ZOOM.

Meeting ID.98211359863

Password: 6VCz52

Resolutions for Agenda

Any member wishing to put forward a resolution to be considered for inclusion in the AGM agenda, must do so in writing and it must be signed by at least two members. These should be forwarded to myself (TSSC Chairman) to be received by 1st October 2020. Any item received after this date will be regarded as null and void.

Questions for the Agenda

Any questions also need to be with myself (TSSC Chairman) by 1st October 2020 to be guaranteed an answer at the meeting. Any questions received after this

date or raised on the day will be answered if possible, but it may be necessary to post the response in the Courier.

General Issues - General issues can, of course, be raised at anytime through myself (TSSC Chairman), for discussion at Council of Management meetings. Alternatively, issues may be put forward for discussion at the Area Organisers Seminar, to be held in the morning on ZOOM prior to the AGM; please see your Area Organiser. In the past a number of wide ranging issues have been discussed and implemented as a result of these informal meetings.

Council of Management Elections

Anyone who has been a member of the Club for at least three consecutive years by the time of the AGM, and who would like to become more involved in the running of the Club can put themselves forward for election to the Club's Council of Management (Board of Directors).

The Council meets six times per year at HQ in Lubenham. Council members are also expected to attend other events/activities e.g. AGM, open days at HQ, shows to help on the Club stand and take responsibility for particular areas of Club Management e.g. HR, Business management, Finance, Tech Support.

If you have the time, enthusiasm and skills that would benefit the Club and would like to know more, then please contact me by email for a nomination form (contact detail on page 3 of the Courier).

The deadline for nominations is 1st October 2020 by which time a signed nomination form and paragraph describing what you can bring to the Club need to be submitted (the nomination form requires a proposer and seconder who are current Club members)

Any enquiries regarding any of the above should be addressed directly to me; my details are in the beginning of The Courier (page 4 bottom right hand column).

Chris Gunby

TSSC Chairman/General Secretary



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P & P 5Kg



948/1200/1250

COLIN LINDSAY herald@tssc.org.uk

Let's go Green!

It's funny the little things about our cars which we take for granted; day in, day out, we drive them, work on them and enjoy them and small things pass unnoticed - until of course we have to take notice. In the course of searching for something completely different - no, NOT Monty Python - I was reading various international Triumph forums recently, and one US poster had raised a query over a noisy water pump. He had found a hole in the body and was wondering firstly if anything had fallen out, and secondly if copious quantities of grease in this area would help prevent a squealing pump.

Well, there is a hole in the body of the pump ([pic 1](#)), and it's meant to be at the bottom; not a greasing point but a drain for water leaking from a worn seal. I suppose with regular maintenance you'd spot your coolant level dropping, or notice water, or even steam, issuing from this area, and therefore either replace the seal

" when you read about what owners are doing in their garages, tinkering away during enforced lockdown... "

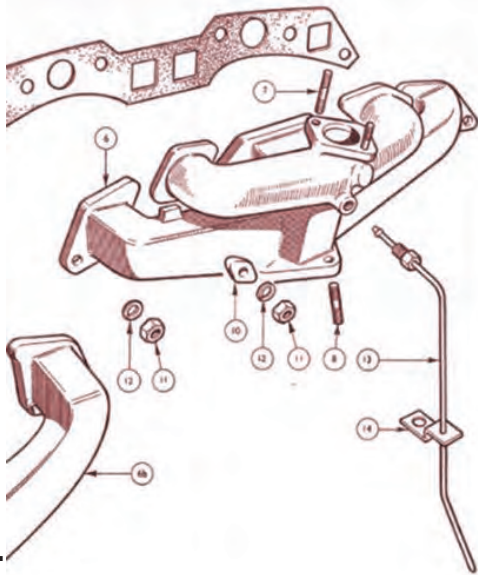


on an early pump, or throw the later version away and buy a replacement. Triumph were obviously happy to allow coolant to drip onto the road, or the engine, with no concern for that great



modern invention: the environment.

Not only coolant, either - whilst rebuilding a fuel pump recently, I noticed a small hole in the base of the body ([pic 2](#)); it turns out that this, too, was to allow fuel from a leaking pump to drain away, and not build up to dangerous levels inside the pump body or overflow into the sump, with potentially disastrous consequences. There's no way that any modern manufacturer would get away with that at the design stage these days.



Pic.3.

I'm grateful to **Crispin Allen** for a solution to one of the other idiosyncrasies of the Herald engine: the manifold drain (pic 3). If you've ever noticed the small metal pipe, like a short brake pipe, that runs from the bottom of the manifold to a bracket on the sump; well, the purpose of this is to allow excess fuel which may build up through deceleration, or excessive use of the choke, to simply drain out of the manifold and drip down onto the ground. There'll be a certain amount of moisture too, but either way it's not a great solution, when you see how close it runs to the exhaust, and the fumes of evaporating petrol will find their way back to the interior. It may be a small amount, but as they say on that advert: every little helps.

Crispin tells me:

"The function of the manifold drain tube is to drain excess fuel from the inlet manifold. This can happen with the Solex carburettor because it has an accelerator fuel pump. Over pumping the pedal will flood the engine. Also, on cooling, after switching off the engine, as the carb cools down the pump ejects some fuel as it contracts. This can be seen dribbling out of the pipe soon after stopping the engine. The pipe serves a useful purpose in that it speeds up recovery after flooding. The size of the drain hole in the manifold is 1mm diameter, and although this could be considered to be a manifold induction leak, it is so small, that it should not affect normal running, as its contribution of air to the air/fuel ratio will have been accounted for in tuning. However, it

introduces some less desirable effects:

- 1.** the air drawn into the engine is unfiltered
- 2.** the fuel that drips out is very polluting
- 3.** fuel dripping close to a hot exhaust pipe is very dangerous

There is a solution: install a charcoal canister or **EVAP** (Evaporative Emission Control System).

An EVAP canister can be made very easily, use a fuel proof container, drill a hole at the bottom, fill with activated charcoal granules, connect a pipe to the top and connect to the vent pipe. See photos.

How it works: any fuel or vapours which enter the EVAP are absorbed by the charcoal. When the engine is started, the engine vacuum draws air



Pic 4.

through the hole at the bottom of the canister, through the charcoal granules, the fuel vapours are extracted and drawn into the engine to be burnt in the cylinders.

All problems are solved:

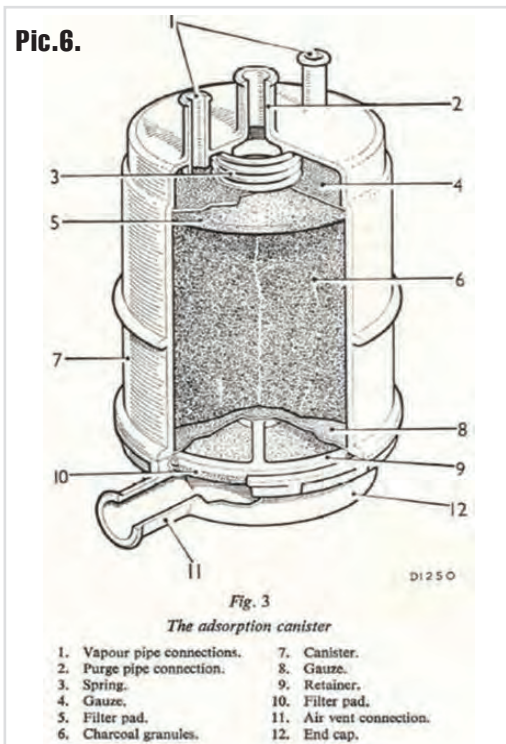
- 1.** air drawn in is now filtered
- 2.** pollution is reduced
- 3.** no fuel is dripping so no fire hazard.



Pic.5.

Notes: the drainpipe thread size is the same as a brake pipe union 3/8 UNF.

Crispin has very cleverly used a flexible brake pipe - same thread - into a fuel-proof polypropylene container (pic 4, 5), which is simple enough for us all to copy; but in a nod to the original emission control



canisters on some of our cars (pic 6) he has now gone for a very professional version based on an oil catch can and complete with filter fabric and kitchen



Pic.7.

scrubbers (pic 7). At a time when we really should be addressing the pollution caused by our Triumphs, even miniscule amounts, it's a neat solution. As car drivers we're facing an uphill struggle every day against environmentalists and health campaigners, and so anything which can fight our corner is particularly welcome. Like facemasks, they're not presently compulsory, but it shows that an owner cares enough to do something to help others. Did you know that 300g of charcoal granules has a surface area equivalent to that of 80 football fields?

That's a lot of pollution extraction. Remember to purchase granules made for EVAP; they're not expensive, and at a pinch those made for aquarium filters will also work, but stay away from the capsules intended for internal consumption - that's the wrong kind of gas.

I've been getting a lot of correspondence recently, as we're all stuck at home, and I like to think I've replied to all, as there are some very good ideas like Crispin's out there. I found the old boot tidy from my 948 recently, and spent



a lot of elbow grease and some trim cleaner removing the worst of the storage marks. These fit into the recess of the driver's side wing and look nice as well as providing practical storage. Local member **Stephen McCrory** has gone one better and used the wasted space that runs along the top of the rear spring tunnel - or to be totally



truthful, the solution came with his very nice 1200 saloon in the form of a home-made full-length boot tidy courtesy of a previous owner. This one is simply fibreboard on a timber frame - the intention was, or maybe still is? - to make one in

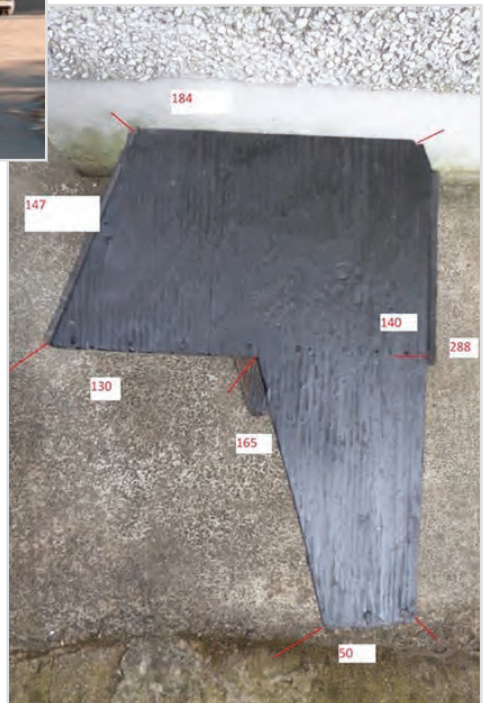


more durable materials, but as with anything that works, why improve on it unnecessarily? The measurements are as in the photo, it rests on the



tunnel top whilst attached to the boot closing frame and for extra stability the supporting legs are profiled to fit the contour of the tunnel and rest firmly on the boot floor without taking up space. Room for tools, jack, spare oil and water, all stored in an area that is usually ignored to the detriment of the rest of the boot area. An

excellent idea and no doubt I'll see a few variations on it in the coming months. I think a nice grey carpet covering, netting along the front face, maybe even a 12v power source for a portable kettle... I'm off to experiment.



In the meantime thanks to Crispin and Stephen for their ideas, which I'm always open to; hope you're all keeping safe and once these strange days come to an end, lets get our Heralds back on the roads again.

It's been too long, although having said that: when you read about what owners are doing in their garages, tinkering away during enforced lockdown... well, maybe a few more weeks wouldn't hurt.

You never know what may be created!

Colin



Vitesse 1600, Mk 1&2
DAVE RUMENS vitesse@tssc.org.uk

Raising the Pressure

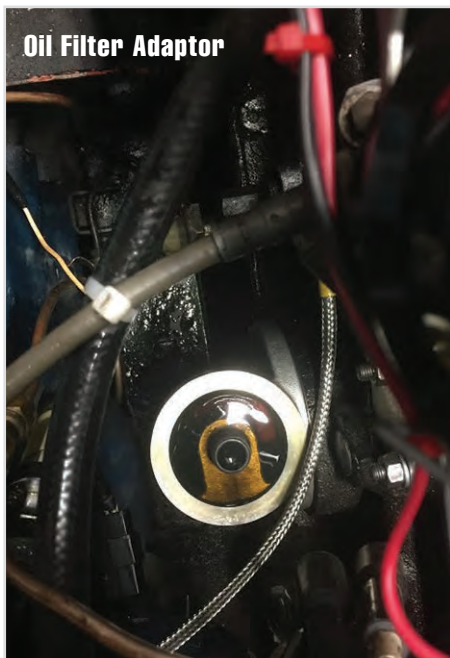
Hello folks, it's inevitable that some knowledge about our cars has been forgotten in the more recent years and if you follow some of the more general information about draining the engine oil this combination can lead to problems.

This month's article by **Paul Harris** covers this well. Over to you Paul.

Thanks Dave, I have owned my Vitesse Mk2 Saloon since 2016 and hadn't wielded a spanner for over 40 yrs. My previous experience was when I owned a Herald Convertible in the late 60's reg CRL636C (now in rust heaven) and kept her on the road for 5 years. I rely heavily on the TSSC forum for advice and can only heap praise on the experience and advice that is always given.



Oil Pressure Gauge



Oil Filter Adaptor

An example of help was when we were holidaying in County Clare in the Vitesse and I was running short of 20/50 engine oil. I went on the forum asking if there was a modern replacement that I could use and within a couple of hours Colin Lindsay, a regular contributor, asked for my exact location and provided a list of stockists to try. I digress. Oil changes on my Vitesse were just routine, no drama i.e. start and run the engine for 5 mins max, drop the oil, remove the filter. I do have the Club Spin-Off conversion. Reverse the process adding 4 litres of 20/50 initially then up to 0.5 litres later on. This time on start-up no oil pressure, green light still on and oil pressure gauge registering zero. Tried again, this time for 10 secs and nothing. The only change I had made was to use a Mann 714/2 oil filter which has 2 anti-drain flaps - did this make a difference I don't know.? Time for advice from the gurus on the TSSC forum and if you want to follow the conversation it's currently 7 pages on help and advice. Safe to say the conclusion was that I had an oil pump failure or an air lock. Luckily for me it was the latter and would like to share the solution to overcome the airlock.

The method for removing the airlock was; -

1. Loosen the filter (conversion) housing 7/8 AF and rotate to vertical, then remove the filter.
2. Fill the centre hole with 20/50, not much will go in. I used a standard oil gun with flexi spout.

Picture of filter removed and Spin-Off Conversion moved to vertical position.

Now fill the outer ring. Bubbles will appear, keep filling till the level stays, could take up to 500ml. Leave for 15 mins and check adding more oil if required.

3. Remove the plugs.

4. Disconnect LT cable from Coil.

5. You will need an able assistant to help with the next stage. Start the engine and as happened with my experience after 3 or 4 seconds a few air bubbles showed from the outside hole of the Spin-Off housing then oil will start to gently overflow and go everywhere, though nothing dramatic. This means your oil pump is ok and it's ok to fire up.

6. Move the filter case anti-clockwise till it rests above the Pressure Relief Valve and re tighten the twist on filter, replace the plugs, reconnect coil. Note I did use the old oil filter.

7. Start the engine and my Vitesse reached Pressure within a few seconds.

I was very happy to see this !!!!

8. I double checked for oil leaks to find the oil pressure Union had failed, so tightened the union and the leak stopped.

I am indebted to the TSSC Forum for all their help and advice and hope my experience will help others. As a postscript a short write up of the technical aspects of air locks borrowed from the TSSC Forum.

" The air lock problem is well known. It happens with the standard six cylinder oil filter, plus the small four cylinder engines due to the design of the engine. Oil drains out of the oil pump pick-up pipe

when the sump is drained. This creates an air lock in the pipe when the sump is re-filled. If you can get oil onto the top of the oil pump this will prime it and help suck out the air in the pick-up pipe and push it out through the system. Getting oil into the galleries should achieve this as it will drain down to the top of the pump. So air and not oil in the galleries means an un-primed pump. Why does it happen, well the better you drain the engine the more likely an air lock will occur. On a very hot day with a hot engine the oil will drain out much easier than when cold. If you do drain when hot don't try to get every last drop of oil out. The more oil is left on/in the pump the more likely it will prime."

Thanks, Paul for bringing this important issue and how to overcome it to the attention of the club members. On the forum our guru **Peter Lewis** pointed straight to an air lock being the problem and was right. My input was the technical aspect of why it happens. As interest the later oil pumps, 1977, have the oil take-up pipe at an angle and not pointing straight down. This was an attempt to reduce the air lock problem after draining and refilling the oil.

Well that's it for this month. **Stay safe and keep them running on all Six**

Dave



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13/60LAMPNEO 13/60 Lamp Shroud **£12.00**

Self adhesive. Both include Stainless fittings

Into Overdrive!

Hi all, hope this months Courier finds you fit and well?

July/August saw me putting my study and exams behind me and finally installing the gearbox and overdrive to my Spitty. I live just a 5 min drive from the A5 so couldn't wait to try it out. I gently eased her up to 50 and flicked the switch 'IN', at first I thought nothing had happened, was the switch not working, or worse was the overdrive faulty? But in the corner of my eye did I notice the revs drop? I switched it 'OUT' and immediately heard the engine revs rise and felt the

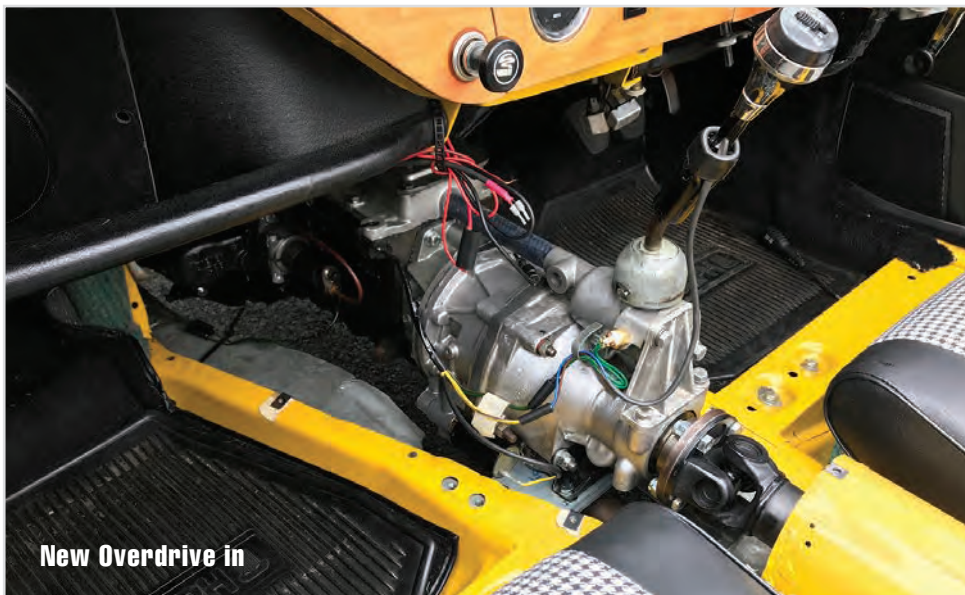


the speed stayed absolutely steady, it was as smooth as glass! No 'clunk or click' or perceived change in speed, absolutely perfect. Needless to say I am over the moon with the operation. So far I've only managed 10 miles or so but in the next few days hope to put at least 50 or so miles on the clock with my friends from MIRA on a local jaunt after work.



pull of the engine. I flicked the switch 'IN' again and this time watched closely as the revs dropped by 500 rpm or so but





I must be honest and say that although I did the donkey work, removing and fitting the gearbox and overdrive, the two key people who helped should take most of the credit for its smooth performance. I'd like to thank **Mike Papworth, Triumph Parts and Services** for his advice and for supplying a very good overdrive and spares when I discovered the one I purchased from a friend (many years ago) had 'imploded' and left very little to work with.

Secondly but not least I'd like to thank **Dave Wykes**, former **Triumph Technician in the Experimental Transmission Department at Radford** who sacrificed many a lunch hour and the occasional Saturday morning to support and guide me through the gearbox rebuild.

I think I pushed his patience to the limit, and I'm sure it never took him six months to build one when he was a Technician (I did have lots of things going

on, study, work, decorating...).

Many thanks to both.

Getting your bearings (and spacers)!

Last month's article on the hub spacers received some interest and I received a few inquiries from readers wanting to know where the spacer kits could be purchased.

I contacted **Lindsay** who confirmed the spacer kit (and the bearings) could be purchased from **James Shackford**, who can be contacted at e-mail address:

james@gnasupport.co.uk. He went on to say he manufactures spacers for most of the Triumph range and can also supply OEM Timken bearings.

He is happy to receive enquiries to his e-mail. He does sell them on e-bay but can supply them slightly cheaper if dealt with direct. Thanks for the info Lindsay.

Next several responses to 'Julian's tale of woe'.

Julian's Tale of Woe - Answered (hopefully)!

Hi Steve,

Reading your piece in the courier this month, Julian's tale of woe reminded me of three things which may help ...

First two from my 1500 Spit:

1. Having changed the distributor cap, it became clear that something was wrong (coughs, splutters and a colleague followed me to work in a fog of my unburnt fuel!). A quick check revealed large hole in the new distributor cap. Easy fix. There is a slightly longer story and a couple of pics which I'll try to find and send on.

2. Part way round the 2019 peak run, hesitation and coughs began although the car did not let us down. Checks revealed nothing obvious, symptoms and head scratching continued.

Thinking that the distributor was likely old and worn, I bought a NOS one from a popular auction site. On fitting the distributor, the real problem was revealed; the connection wire from the Hall effect electronic ignition sensor was routed such that the distributor shaft had worn the insulation causing intermittent shorts.

Tape and a wire reroute are an effective temporary fix.

3. (From my motorcycle - twin cylinder) for some time starting had been difficult and power down. Suspecting carb gum or debris, I fitted refurb kits - float jets, idle jets and gaskets - no change. After a couple of fruitless conversations ('not sure about that - you might need someone with a rolling road' etc etc cue eye rolling), I decided it couldn't be that complex and settled down for a couple of hours detective work. Soon enough a faulty spark plug was revealed - HT supplied did not give a spark at the electrodes.

An easy and transformative fix.

All of this reinforces the saying that **'most carburettor problems are actually electrical!'**.

Hope this is of help, Kind regards,

Robert Lund

Thanks Robert.

Next this response from Jake.

Hi Steve,

Sure I won't be the first to suggest a **condenser** as the fault for Julian's 1500

but it's sounds like a classic case to me.

Runs fine from cold, cuts out then restarts only to cut out again. Let me know.

Jake.

Jake, you were actually the first to suggest this and I could kick myself for not thinking of it myself. Never assume someone else has probably answered it, no matter how obvious. Finally an answer from down under.

Hi Steve,

A suggestion for the problem with Julian's 1500 stop/start for no apparent reason:

Check the primary resistance in the ignition coil against that of a new, correct model for his ignition system. Anything diverging from the correct resistance is suspect.

I have a MK3 1300 as my road/ track hobby which exhibited exactly the same problems - would do two or three laps between 5 and 7,000 rpm around Wakefield Park then stop.....20 secs later away we go again and so on. The swing axles get pretty excited when the engine turns off halfway round a corner!

The car has an electronic ignition triggered by a remote module etc. which became the focus of far too much attention. Turned out to be a simple intermittent open circuit in the primary winding of the coil. First check showed 1.63 ohms instead of 1.7 which then varied down to 1.48 and back up to 1.68 while I fiddled about.

A dusty coil from my old Ford Anglia days showed 1.7 ohms and problem solved!

Hope this helps.

Cheers from Sydney, Australia.

John Whittaker TSOA NSW

Many thanks John and all for the great responses to Julian's request for help. I hope one of them is the answer. Hopefully he will be in touch when he remedies the problem and can confirm what the actual issue was.

Steve

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why classic Triumphs
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G/Box Tunnel Replacement

Part 2 - Finishing off

Following on from last month's article on replacing my tatty Fibreglass Gearbox Tunnel with a nice swanky ABS one.

For gearbox tunnel removal take a look at my article in the May 2015 Courier on replacing the Gearlever bushing which also covered tunnel removal and replacement.

Having removed the old tunnel, a piece of prep work that needed to take place was mounting the Drivers Footrest bracket.

holes in the new tunnel, I refreshed the pedal bracket with some black paint and bolted it in place.



Drivers Footrest fitted to new tunnel.

My gearbox level had the rubber gaitor and retaining ring missing from under the trim gaitor which is part of the tunnel carpet. I therefore decided to replace these. I'm glad I offered the new parts up to the tunnel before struggling to fit in the car as the holes didn't line up and the retaining plate was flat whereas it needed to be bent to follow the contours of the top of the tunnel. I slot-



Drivers Footrest on the old tunnel.

I removed the footrest held in by 3 screws and then used it as a template to drill the mounting



Mounting holes in the new tunnel.



New rubber gaitor and retaining ring in place.

ted the mounting holes in the retainer ring and bent it to ensure a good fit. I also found that the rubber gaiter top hole was too small so trimmed this back as well. The gaiter and ring were secured using 4 spire nuts and self tapping screws. I then removed the ring and gaiter to make fitting the tunnel a bit easier.

Before fitting the tunnel I took the opportunity to top up the gearbox oil while the filler was easily accessible.



Gearbox filler.

My favourite oil is Castrol Classic EP90, importantly this is GL4 spec as required by all Triumphs. Avoid GL5 spec oil at all costs as it eats into the bronze/brass gear box parts and will wreck the gearbox.

To make filling the car with the thick gungy gearbox oil less messy I use a large syringe pump built for the job.

I ensured the car was level and then topped up the oil, the way you tell if it's full is a bit messy, basically you fill it



Castrol Classic EP90.



Gearbox filling Syringe pump.

until oil starts to leak out of the filler hole..

Having put an access panel in the tunnel at least the topping up of oil is possible without going the rigmarole of taking the tunnel out anytime in the future.

The mounting kit for the tunnel came with new



Oil leaking out of the filler hole means it's fully topped up.

spire clips which were fitted along the sides and to the lower front fastening points. I used a small screwdriver to ensure the spire clips aligned with the fixing holes on the bodywork.



Aligning up a Spire Clip with a fixing hole in the bodywork.

Once all the clips were fitted I ensure all the cables for the radio etc were taped out of the way and the ventilation pipes were also moved aside. I then manoeuvred the new tunnel into place. The tunnel was then secured along the sides and at the lower front with the screws, washers and

The top front fixings are using bolts from the in-



Fixings in place along the side of the tunnel.

side and nuts in the engine bay. I used 1/4 unf bolts for this purpose, they were quite difficult to line up but once in place the tunnel was a good snug fit.



An upper front fixing from inside the car.



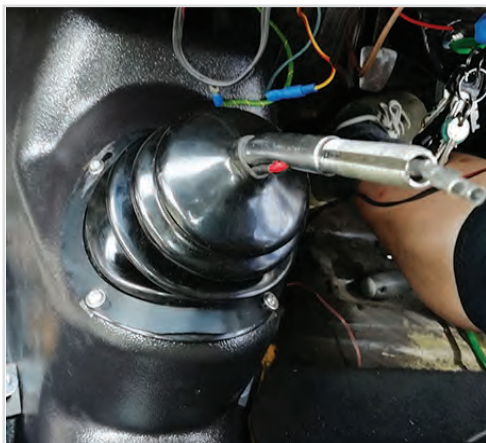
An upper front fixing nut and washer from the engine bay side.

Next I refitted the rubber gaiter and retaining ring.



Gaiter being slipped over the gear lever.

Next the carpet was manoeuvred into place, taking care to ensure that the slots or holes cut top clear the H dashboard support piece lower fixing were aligned.



Gaiter and retaining ring fixed into place.



Carpet in place.

Then the H dashboard support was then manoeuvred into place, The tricky bit here is aligning the lower fixing holes which I did using a



Aligning H dashboard support fixing holes.

screwdriver before replacing the bolts into the threaded holes in the bodywork.. The two top fixings were also put into place..

The gear knob and overdrive switch was replaced, this activity is also covered in my Gear-lever rebushing article in the May 15 Courier.



Gear Knob being refitted.

The radio was refitted and connected, the trim below the gearlever and the knee pad trims were replaced and the car was taken for a test drive.

Gear Change Fault

Although I had rebushed the gearlever remote, the actual fault making the gearchange imprecise was a failed circlip. The circlip holding the inner spring in place had popped out of it's groove and shifted up the gearlever.



Circlip out of place.

Apparently this is a common issue with most of the gearbox rebush kits as the circlips supplied by most of the Triumph trade are not quite the

right size. However, Richard Briscoe advised me that Canley Classics have had some circlips made up to original specification. I purchased one from them and this seems to have sorted the issue as it was a much tighter fit and should remain in place.

Members Car

Thanks to **Steve Lambley** of Costock in Notts for sending me a couple of emails with some pictures of his lovely Powder Blue MK3.



"Hi Andy

I have like yourself, a passion for a particular Triumph, Thought

you may be interested in my what has turned out to be a long term rebuild. This car I have owned for nearly 25 years, and until very recently (during lock down time) been once again made road worthy.

I have tried to be careful in most the detail of the restoration although some bits as you can see are not standard, but all Triumph!! (original 2 litre Triumph engine)

Regards

Steve"

And

"Hi Andy

Thanks for the catch the other day, as mentioned I have attached a couple of photos regarding the boot layout I have used to enable the injection equipment to fit without interfering the spare wheel.

I have also included a list of the modifications used in conjunction with the PI conversion.

The basis behind the PI mod, smoother and better power delivery, to make the car even more enjoyable to drive. Also Hopefully the word document can be altered if necessary at your end to only include what you think is appropriate.

Steve"

Steve's list of modifications:-

WORK INCONJUNCTION WITH FITTING LUCAS PETROL INJECTION

*Fuel Tank - Standard Mk3 unit
Fuel sender unit - Triumph 2000 estate reverse the float;
bend the arm/bracket to shorten*

Wire to dash for fuel warning light - green /white trace

PI standard fuel filter fitted

Mk2 saloon PI pump mounting unit onto floor under spare wheel bend bracket to lower +cut corner for extra clearance

of spare wheel

Flexible from pump to PRV - mk2 PI saloon

Front to back high pressure fuel line - TR6 late in copper

Metering unit flexible pipe/hose - TR6 item

Tank to filler cap rubber - from PI estate cut down to allow excess fuel return to be fitted

Metering unit - fitting /clearance to bulkhead remove flange on corner & gusset +re-weld

Injectors - later push fit type used to clear bonnet

Distributor - Lucas 41236 ex PI saloon, exit cap through 90 degrees type

Rev counter Triumph 2500S - no mechanical drive on distributor, white wire installed to distributor side of coil to rev counter

Speedo - original GT6 internal unit mounted on T2500S face & T2500 backing enclosure unit:- enabling original speedo cable to be retained & correct calibration

Oil/temp combined gauge - as used in MGB with bezel changed to match others

Circular warning light cluster - Dolly Sprint + mod wiring accordingly

Panel light dimmer switch - mk2

Triumph 2000 range

Hazard light switch - late Triumph range circular switch used PI air plenum used - remove and blank off hose to idle valve (as per early TR5 item)

Vacuum take off from front manifold in height - extra bonnet clearance

Idle valve assembly - turn 90 degrees to allow bonnet to shut

Wiper switch - TR6 allow for electric screen washers

Screen washer bottle - Triumph 2000 wire electrics accordingly

Choke cable - T2500 PI mk2 to allow choke warning light to be used, install wiring accordingly (my case Mk1 2000 modified to fit purpose)

Clutch pipe - re-bend/set to fit as/if required

Brake pipe(s) - re-bend/set to fit as required to clear metering unit pipe work modified to servo- working all brakes

Radiator shroud - home made + modified to fit air filters

Trunking air filter to air plenum - TR6

Air duct to idle valve - plastic 20mm electrical kopex

Air filter for idle valve - from Prestige for primer facet pump

Crash switch/pump cut off - Triumph TR6/Stag/2500PI item + fit relay to control circuit/plus immobilize

Dash wood re-veneered - spitfire 1500 late centre and right hand piece

Hand brake - early spitfire (fly off) + bracket mod for

warning lt. switch

Vacuum Tank - T2500 PI mk2 + hand-made fitting bracket

Heater Valve - blank plug at rear of the cylinder head removed, used parts as per TR6.

One obvious point I noticed is that it has the Lucas Fuel injection as fitted to 2.5pi's and TR5/6s. The Lucas pi system was designed for the 2.5L Triumph cars but Steve's is still a 2L, Steve confirmed that he had the Lucas mechanical metering unit re-calibrated to suit the 2L to prevent over fuelling.

From the Archives

This month's pictures are from



My GT6 parked up outside the pub before the off.

10 years ago, 2010, our local area had a treasure hunt around the North of Hampshire starting





**My Daughter Georgie was navigator,
aged 7 at the time.**

at our monthly meet venue, the Crooked Billet
near Hook, Hampshire.

**One of the clues was at the impressive
Wellington Memorial statue in Aldershot.**

Andy



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Gearbox Tunnel Covers

P & P 5kg

Replace your old tatty cardboard cover with a new polythene cover, these are moulded, pre drilled and are ready to fit. These fit much better than the fibreglass ones that are available. **NOT available for Vitesse** at present.

709862SAP	GT6 Polythene tunnel cover	£98.00
708505SAP	Herald Polythene tunnel cover	£98.00
XKC1673SAP	Spitfire Polythene tunnel cover	£98.00



Gearbox Tunnel Seal Kit

Kit contains the following:-

Hex head screw	(12)
Washer	(12)
Keyhole plate	(12)
Self adhesive tunnel seal	

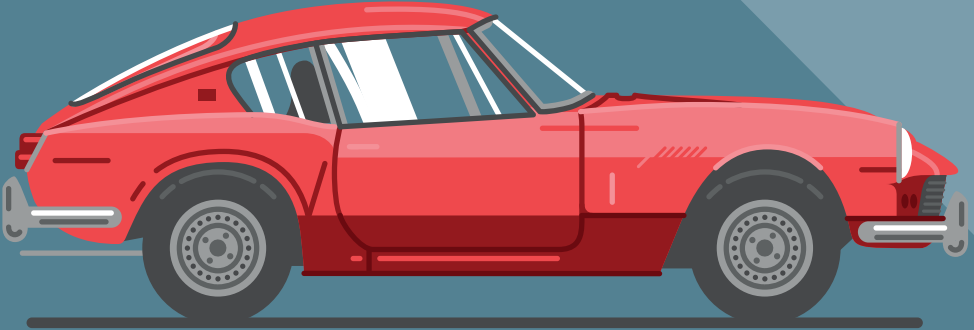
Note that the keyhole Plates are the **CORRECT** Pressed Part unlike some offerings, which are just stamped out bits of flat steel strip. The seal supplied is self-adhesive. You can re use your existing spire clips.



GTSK £35.00 or **£30.00** when ordered **with** Tunnel

P&P 0.2Kg

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Rear floor mounting bracket 607655	£12.00
B post mounting bracket 703625/6	£26.50
Stainless steel tread plate finisher	£30.00 pair
Boot side panel 804611/2	£40.00
Herald 948/Vitesse rear centre valance	£90.00
Herald 1200/13/60 rear centre valance	£97.00
Rear quarter valences Herald 948/Vitesse	£52.50
Rear quarter valences Herald 1200/13/60	£55.00
Inner front wheel arch 903075/6	£69.50
Rear outer wheel arch 802845/6	£80.00
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Chrome bonnet catch 607663	£60.00
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Boot hinges	£43.50 pair
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Caliper repair kit inc pistons type 12	£25.00
Caliper repair kit inc pistons type 14	£22.50
Caliper repair kit inc pistons type 16P/16PB	£32.50
Recon exchange caliper type 12	£55.00
Recon exchange caliper type 14	£45.00
Recon exchange caliper type 16P/16PB	£62.50
Brake pads type 12	£19.50 set
Brake pads type 14	£10.50 set
Brake pads type 16P/16PB	£12.50 set
Her/Vit Recon steering racks RHD (exchange)	£75.00
Track rod ends	£9.50 each
Rear shock absorber GSA385	£18.00
Front shock absorber	£20.00
Herald 3 Synro (exchange gearbox)	£425.00
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Fibreglass Gearbox Tunnel Cover	£42.50
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Herald recon exchange drive shaft assembly	£225.00
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Boot catch 611225	£19.50

TR7

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LH rear wing Coupe, original	£400.00
Late type boot lid XKC3854	£180.00
Rear deck assembly convertible WKC4255	£95.00
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Door/glass outer weather strip R/H YKC101	£6.00
Radiator grille R/H convertible WKC3674	£60.00
Petrol tank retaining strap TKC131	£10.00
Petrol tank	£250.00
Petrol tank sender TKC3408	£42.50
Rear lamp assembly R/H TKC232	£150.00
Recon TR7 (exchange) distributor	£150.00
TR7 distributor cap	£9.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£425.00
Recon steering rack (exchange)	£75.00
Front strut assembly recon (exchange)	£95.00
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKCA981	£9.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£45.00
Lower steering shaft TKC1084	£47.50
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKC509	£25.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Recon exchange brake caliper	£50.00
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Fan idler pulley bearing	£9.50
Recon w/wiper motor (exchange)	£105.00
Clutch kit TR8 Q/H	£110.00

STAG

Recon steering rack (exchange)	£185.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	£11.50
Gearbox (exchange)Reconditioned	£500.00
Recon exchange J Type overdrive	£450.00
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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 Calipers (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 Restyle wheel trims	£100.00 set

TR6

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Late type rear centre bumper O.E.	£245.00
Rear quarter bumper 910158 O.E LH Only	£95.00
Seat belts with sensor wire type	£95.00 pair
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
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Recon rear hub assy (exchange)	£150.00
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Diff mounting lower 134236	£2.50
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Bonnet hinge tubes 811679/811680	£62.50 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£85.00
Door skins	£95.00
Battery box 806707	£35.00
Rear valance lamp panel 569900	£105.00
Boot lid 575787	£410.00
Dash top cover 7114482	£55.00
Vinyl hood Mk III inc zip window	£175.00
Chrome bonnet catch 607663	£40.00
Rear lamp assembly 208532/217025	£49.50
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Fibreglass Gearbox Tunnel Cover	£42.50
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Recon Exchange Diff (NCW&P)	£550.00

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Recon exchange brake caliper type 14.....	£45.00
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Distributor cap.....	£6.00
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SPITFIRE MK IV & 1500

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Boot lid 911327.....	£650.00
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Front wishbone bushes 119451 (set of 8).....	£15.00
Front shock absorbers GSA364.....	£20.00
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Front suspension top ball joint GSJ155.....	£9.00
Stub axle UKC697.....	£28.50
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Steering lock 216449/UKC2719.....	£85.00
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Gearbox exchange.....	£425.00
Recon exchange D Type O/D Mk IV.....	£450.00
Recon exchange J Type O/D Mk IV.....	£450.00
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GT6

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Gearbox (exchange).....	£425.00
Recon exchange D Type O/D.....	£450.00
Clutch kit.....	£80.00
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Front shock absorbers.....	£20.00
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Recon manual steering rack (exchange).....	£75.00
Gearbox (exchange).....	£450.00
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HT lead set.....	£12.50
Clutch kit.....	£80.00
Recon (exchange) water pump GWP201.....	£29.50
Rear wheel bearing kit.....	£19.50
Rear shock absorber.....	£20.00
Recon exchange brake caliper.....	£65.00
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Spitfire

Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org



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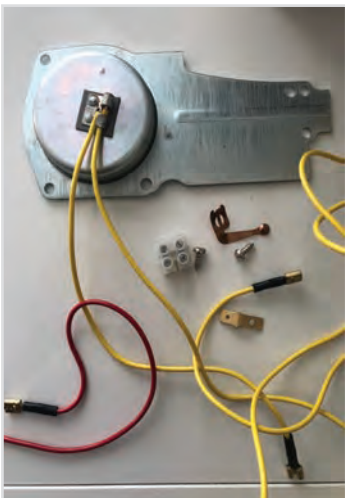
The variable delay wiper kit Clive Wakeman fitted to his Spitfire, which I featured last month, elicited a prompt response from **Jonathan Cronin** with his SAH Wiperwash Robot.



It was "Released by SAH in 1970 (Photo or leaflet from SAH catalogue). I found one a few years ago that is NOS and as you can see in its original packaging! It also has its fitting kit/wiring back to the wiper - only issue is that instructions are in Danish! (I think?). It may not matter though as still debating whether to fit or not!"

Jon sent me various other photos of some of his extensive collection of period items so some of those will also be gracing these pages over the next few months.

I do have another item from Clive this month, a brochure, and magazine advert, for a Kerby automatic radiator shutter, which offered "Reduced wear, Greater fuel economy and Im-



**You used to have to
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**now fit one to
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Automatic Radiator Shutters are fitted as standard only to the most expensive cars. Now, Kerby Engineering bring you a model you can have fitted—or assemble and fit yourself—to your car.

Why fix it at all?

The makers of the well-bred marque which come complete with automatic radiator shutter know what they're doing. It stabilizes the engine temperature at 85°, give or take a couple of degrees. And this means:

- Faster warm-up from cold (that goes for the heater too).
- Reduced engine wear (especially in stop-start work).
- Improved performance.
- Greater fuel economy.

What exactly is it?

The Kerby Automatic Radiator Shutter consists of a series of vanes placed in front of the radiator and controlled by a thermostat actuated

by the heat of the engine coolant, which governs the air flow reaching the radiator. As the engine warms up, the vanes which are normally shut, open, and a controlled amount of air cools the radiator. This control means that the engine operates constantly at the most efficient temperature.

Is it expensive?

No! There's a self-assembly kit which really can be put together without special tools or skills, in just 15 minutes. Fixing presents no problem either, generally speaking, the only tools required are a screwdriver and a spanner. If you prefer, your garage will fix it for you at very low cost. Prices from £6.10.0.

Not available for B.M.C. Minis, 1100's, or current models of Vauxhall Velox and Cresta.

KERBY AUTOMATIC RADIATOR SHUTTER

**World Patent 1365345*



proved performance."

At £8 5s it certainly wasn't a cheap addition but I assume the original owner took note of their claims that "In fuel economy and reduced engine wear the Kerby Automatic Radiator Shutter can save its original cost in its first winter of operation. From there on, you're making a profit". So, have any of our other readers had such a thing fitted to their cars, and if so, can you attest to the company's claims?

Just recently I heard from **Mickey Parish** *"I have been reading the Courier for about 20 years but never contributed! Anyway I thought you might like to have some current pics of my Mk2, which is about to restart its rebuild after 15 years on SORN in a lockup."*

It looks like Mickey has quite a job on his hands so I hope there aren't too many hidden perils and I look forward to hear-

ing of its gradual return to life.

Although I don't use Facebook myself Guy has an account and recently spotted the following little gem, posted by **Pauly Day** which many of you may already have seen. On asking him where about this he told us the *"Spitfire has been converted into a Retractable Hardtop Coupe by the Italian coachbuilders of Regazzoni & De Stefani from Mendrisio. The original article and I'm assuming those pictures are from a German magazine called 'Hobby' from around 1970".* PTO.



IT HAD TO HAPPEN!



Body conversion kit £125 + VAT
 Kit includes:— one piece bonnet complete with hinges.
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 Kit used in conjunction with original spitfire hardware
 including lamps etc.
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It's an interesting concept, but I don't know how practical it would be.

Can any of our European readers shed any more light on this one?

And finally, from one modified Spitfire – quite interesting, and possibly useful, to another - **Hells' Bells! Who on earth thought this was a good idea!!**

Please tell me they didn't sell any - An advert **Kevin Hill** found in an old 1978 magazine.

Suzie



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INTERNATIONAL LIAISON

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

Hello from Belgium!

As you will have seen in the August Courier, we have taken on the TSSC International Liaison role, following on from Dave and Jo Beardsley, who stepped down late in 2019.

Earlier this year, during the brief gap between secretaries, we were lucky enough to see a report from **Jeroen Nordman** - the **TSSC's Netherlands Contact** - in the January Courier and we are now delighted to be able to follow this up with a report from neighbouring Belgium.

Stefan Vandendijk - the **TSSC's Belgian Contact** - writes to tell us a little about a clearly active English and Triumph classic car scene, of the history of Triumph in Belgium and their recent first meet up since coming out of the Covid-19 lockdown/confinement. All of the pictures in this month's report are Stefan's

"Hello all Triumph friends, I am sending some pictures of the first trip with our Triumphs in Belgium after confinement.

This first trip was to Trois Pont next to Francorchamps, and only 20 people were allowed, so 10 cars, and it was a picnic so everybody brought their own food and stayed in their Bubble due to covid19. But it was great seeing all again.

We have quite a few different Triumph Clubs here like:



Belgium Triumph Club; TSSC Belgium; TR Register; Triumph Enthusiast Club; Stag Club; and still a few mixed English car clubs

Liege assembled the Standard Vanguard 10 and the TR2 and 22 TR 2 Francorchamps with fixed roof.

When Imperia stopped pro-



Apart from the Clubs, Belgium has further connections to Triumph, as Belgium car maker Imperia from Nessonvaux near

duction, Triumph decided to make its own assembly in Mechelen and the Yellow GT6 in the pictures was assembled

at the plant in 1971 as the last of the GT6 series.

At the club International Weekend, we meet every year a lot of friends and we visited Portugese members at Lisbon with our Triumphs in the 90s - still one of our best memories.

Just at the end we want to say hello to all friends from Italy, Portugal, Ireland ... all around the world and miss all of you and wish we can meet soon!"

I am sure that many of you will have met Stefan in the past and hopefully more will in the future, whether in the UK or if you visit Belgium - something which I'm sure this article will encourage. We will also certainly keep an eye out for shows and

tivity outside the UK, which we could share through these pages. As we said last month, we 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.

Whilst we will be writing to nominated country contacts to seek country reports, we would also love to hear from individual members directly about any Triumph activity anywhere in the world.

Whether you live outside the UK and can tell us a little about the scene in your part of the world, or live in the UK and have enjoyed long or short trips overseas - especially self organised ones, beyond the club organised Le Mans and Laon weekends - we would love to hear from you.

Please also tell us of any upcoming events in your part of the world that might appeal to TSSC members.

Just drop us a line on:

international-liaison@tssc.org.uk

Jess & John

events in Belgium which might offer an easy first continental trip in a classic for some UK TSSC members, or perhaps an extra short break, just across the Channel, for others.

Finally, can we put out a plea to all of the Courier's readership for words and pictures of your Triumph - and especially TSSC - ac-





STAG

PHIL WILLSON stag@tssc.org.uk

Cover Photo Stag!

Who said your Courier magazine is just thrown together? (Me, Ed.)

On this occasion it certainly appears that some planning has been going on. On the front cover is the photo of a lovely Mk1 Stag that belongs to friends of mine. They have owned the car for around 15 years and bought it as a fresh restoration direct from EJ Ward. It has served them well but they had noticed a couple of small issues and asked me to help.

I also dropped the column to its lowest position to give more space to work by releasing the column clamp. Then I adopted the same procedure as used on my own car:

1 Pull off the panel lighting knob and remove the four fixing screws along with their cup washers.

2 Undo the clamp holding the corrugated tube to the right hand air supply nozzle using a flat blade screwdriver.

3 Pull the multiway connector

the back of the speedo. Now the panel should drop lower so that you can easily get to all the instrument connections.

5 One instrument at a time, pull off the connections noting what colours go where (check against the circuit diagram as well).

If it helps, wrap a length of masking tape around the various groups of wires and write on them where they came from.

6 If you have an oil pressure gauge, undo the pipe connec-



Pic 1. Split veneer

Firstly, there was a crack above the tacho in the burr walnut veneer. Secondly, the speedo has never shown a steady reading in all the years of ownership. The crack is more recent and can be seen in photo 1.

Start with the dash, as it may be a daunting job for some, I will take you through it. I disconnected the battery, which is always a good measure when dealing with complex electrics.



Pic 2. Let it all hang out!

from the back of the warning cluster.

4 Undo the speedo cable from

tion on the back of the instrument and be careful not to lose the small fibre sealing washer.

7 Pull out all the gauge panel

lights, one per gauge. The ones on the speedo and tacho are removed by pushing them over to one side which will help unclip them.

I think that is everything and apologies for anything I have missed. You should now be able to carefully draw the panel towards you and out of the car. If you have missed anything it will be obvious

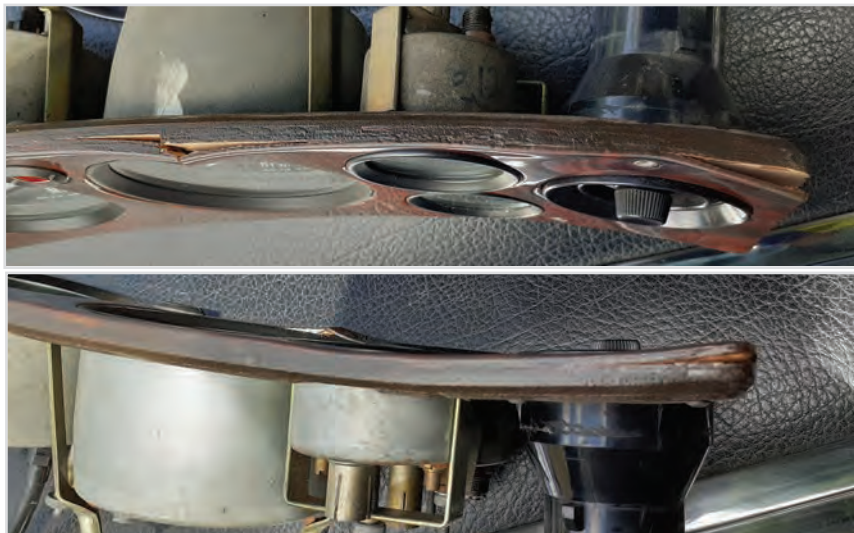
As they say in all the best manuals, refitting is the opposite of the removal process. Proceed carefully, one instrument at a time. Check that all the electrical connections are tight and in good condition. Double-check you have put them back correctly. The speedo and the tacho have earth tags and it is easy to forget those. Now is the time to change all the bulbs for the brighter LED variety if you feel so inclined, or just fit new bulbs if yours are very old. I put green LEDs in mine and, boy, what a difference!

I can actually read the instruments at night without straining my eyes

in the small space above the tacho. You would have to know it's there in order to see it.



Pic 5. Back in the car and repair is hard to spot



Pic 3. & 4. The three areas that required repair

Back to the car in question, once off it was clear that two of the corners were suffering as well. My friend took the panel and re-stuck the three areas that were delaminating using Evostick. I went back the following week and refitted the panel to the car. Good job! Obviously, he could have sent it away to experts like Chapman and Cliff for a professional repair but it is hardly visible now

Photo 5
Back in the car and repair is hard to spot

How fast?

Regarding the speedo, I assumed (hoped!) that the problem was with the cable so we ordered a replacement of the correct length for a right-

hand drive manual plus overdrive car (part number 217288, measuring 51 inches long). I put the car safely up on blocks and crawled underneath. The gearbox connection is on the overdrive unit and has a 90 degree angle drive to bring it out to the correct alignment. It's a bit hard to get to because it is very close to the rear gearbox mounting plate, but once you have found the correct position to lie in, it becomes quite easy.

The other end of the cable comes up through a hole in the floor, under the carpet behind and to

the left of the clutch pedal.

I was a bit concerned that I couldn't actually see most of the cable as it should nearly all be visible running alongside the gearbox. All became clear once I had fully removed it. The existing cable was about 10 inches longer than the new one! It had been snaking left and right across the top of the gearbox before entering the passenger cabin. A speedo drive cable has to run in as smooth an arc as possible otherwise the readings will jump around all over the place. The route taken had been required in order to lose the 10 inches of excess length in the space of about 20 inches!

Needless to say, the new cable runs in as straight a line as is possible and the readings are as steady as Triumph intended.

Note that you need to buy exactly the right cable for your car. The important factors are: Manual or Automatic, overdrive or non-overdrive, right or left-hand drive. Cars with the 4-speed ZF auto conversion are different again.

And In The Background

The eagle eyed amongst you may have spotted that the blue/cream/red bus in the background



has the same area registration letters as the Stag (VO for Nottingham). This is a vehicle that a few of us have been restoring part-time over several years and it has finally hit the road. It is a 1963 Albion/Leyland Lowlander with a Northern Counties body, from the South Notts fleet and was based its whole working life in Gotham (no, not Batman's city!) near Nottingham.

The single-decker behind is a 1952 London

Greenline RF coach that is undergoing some window repairs where the dreaded tin worm has attacked unseen behind the rubber seals.

Breaking Out At Last

I met with the West Kent group in Sevenoaks on 28th July for what is the usual meeting slot. Unfortunately our regular pub has now closed having been sold by Greene King. I was asked to do a couple of insurance valuations so it almost looked like things were getting back to some kind of normal.

The M25 East group met up at Tinkers Park in Sussex on 1st August and we had about a



Pic 6. M25 East on the loose again

dozen cars there. It was lovely to see everyone again after what seems like an eternity.



Pic 6. Two of my grandsons being allowed to play with the Stag

Let us hope that the new freedom is here to stay, although there could be a few bumpy patches on the way first.

Best wishes for a good Stag Autumn,

Phil

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

VEHICLE DETAILS

Model	Reg Number	Body Type	Engine Size	Tick if LH Drive	Manual / Auto	Year of Manufacture	Recorded Mileage at date of submission	Date of purchase	Purchase Price
Body	Paintwork	Chrome fittings	Chassis / Underbody	Interior	Engine	Transmission	Electrical equipment	Estimated Value of Vehicle	

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

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

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

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

A3 SERVICEABLE The vehicle must be in a reasonably good condition and be capable of satisfying an MoT test requirement. A considerable amount of work may be required to make the vehicle condition A2 or better.

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

NOTE: Provided the details and member's valuation are in order, a file will be opened. If the Club Car has been over or under valued by the member, a more realistic value will be set and you will be advised accordingly. In the event of a dispute, the Club value may request more information or a personal inspection.

What does fifteen pounds buy you nowadays?

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

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

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

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

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

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

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

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

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

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

TSSC INSURANCE - CAR VALUES

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

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

Please remember originality and rarity will always add to value

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

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

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

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

Above Values Revised as of 1/2/20

Follow the Grain

This month's text is a heavily revised version of my piece in the August 2012 *Courier*; any of you reading this now that can remember it from eight years ago – respect. There are contemporary elements, which will become clear.

Imagine you were presented with a car chassis complete with running gear, like, say, that of a Triumph Herald, and asked to build a body on it – what material would you choose to build it with?

Back in 1958, Standard Triumph decided to use steel, and turned out many thousands of Heralds to sell to discerning car buyers, from May 1959.

A few years later a company called Bond, presented with the same question, chose to use different materials for different parts of its Equipe – steel for the bulkhead and fibreglass (aka glass reinforced plastic) for the front end. The choice between steel and GRP is not clear cut – don't be led to think that steel is best just because it is the most commonly used. Steel's biggest strength, actually, is not its strength, GRP is stronger in some ways, but it is the ease steel can be pressed to shape, for mass production. Many car companies, like Lotus for example, choose GRP over steel.

There are other materials you



"there's Kevlar and similar hi-tech composites."

might consider to build your car body. Aluminium has been used quite successfully;

you can form it and it doesn't rust; welding bits together isn't particularly easy though. Then there's Kevlar and similar hi-tech composites. What about wood?

You've seen the pictures so you've already worked out where my intro is leading. I've raided



my photo archive and collected together some Triumph-based, home-built cars for which the builders chose to use wood, not just for the internal structure but for the final finish.

The car 695CRK first appeared in my column in October 1995, following my meeting with it at a club event earlier that year. I don't know very much about it other than it was based on a Spitfire chassis and was, according to the then owner, built in about 1965 by a shipwright in Devon.

The car was known as the Cawthorne Special.

In October 2012 I was sent this email from a gentleman called Chris James: "Hiya Trevor,

Read your article in the Courier. Good to see the Cawthorne Special (better known as Woody) featured again. It was us you spoke to in 1995 (that's my wife in the back of the photo) and we still have the car, taxed, MOT'd and on the road.

Unfortunately she doesn't get used as much as she did as we now have three children, and Woody is a two-seater. I have a lot of the build history and some photos after tracking Roger down in the late 90s. I also have some build pictures of the car."

I can see from gov.uk that 695CRK is still taxed for the road; it was last MOT'd in 2018 and from 2012 to then it has apparently been driven for just 125 miles. To bring this story right up to date: as I write Chris has the car up for sale on Ebay.

Here is his blurb:

"I have owned this car since 1989 and am the second owner. However it's time to sell her to someone who can and will use her. "Woody" is a 1964 Mk1 Triumph Spitfire-based special. This is NOT a kit car. A special is a one off. There are no other cars like this in the world.

Woody has a tweaked' 1147cc Spitfire engine and is running the original Triumph running gear. The body is where it is unique. The body tub is

hand-crafted using yew and mahogany by a shipwright, who also a member of the Guild of Master Craftsmen.

It is packed with one-off original features, like the steps, boot, interior, lights, mudguards, radiator, grille... the list is endless, please look at the photographs! The windscreen is a modified Morgan windscreen and can fold flat.

Last year Woody had a total strip down and re-varnish using marine varnish for durability. The last varnish lasted over 30 years. Woody comes with some history. I have some of the original build photos and the ones taken when I re-varnished her. The mileage is low at 5,500 as for the last few years Woody only went out to the MOT shop and back. She is garaged for the rest of the time. The car is free tax and MOT exempt. Classic insurance is very cheap. Woody is valued with the Triumph Sports Six Club at £15,000."

Chris is asking £12,450 for the car.

Vehicle RBH357D is the Denners Special, which appeared



in the March 1996 edition. Apparently the builder, one K J Denner from Devon, was inspired to build this car after seeing the Cawthorne Special.

The car was built on a Spitfire rolling chassis, bought as an abandoned restoration project. The body was made from 6mm plywood over wooden frames at the back and steel hoops at the front. Two layers of 1x1/8 mahogany strips were glued, at right angles to each other, to the ply. It was hand sanded and finished with floor seal for protection. Over 600 mahogany strips were used. To keep costs down the hardwood was scrounged from friends and the local tip.

These odd bits were cut and planed into the strips required. The alloy sheet used to line the cockpit and the engine compartment came from a scrap commercial cooker.

The steering wheel was made up from blocks of hardwood, shaped by file, then epoxy bonded to alloy spokes screwed to the Triumph boss. The upholstery was made on an old industrial sewing machine bought for £10. He even made his own fibreglass mudguards. At the time I was in communication with K J Denner he was 65 years old. The car is currently taxed for the road, but I've no idea who the current owner is. Looking at the DVSA site there is an interesting aspect to this car's MOT history. We can go back to 2006, when the recorded mileage was 90,176 all the way up to its most recent test in 2018, when the recorded mileage was 90,176. Let's not speculate.

In April 1998 I published some photos, which were sent to me from America, of an extraordinarily beautiful, GT6-chassisised, wooden-bodied car. The car, then only part built, was

to become known as the Bermuda. I had pictures of the completed car in September 1998. The builder of this wondrous creation was **Roger Cawthorne**, apparently the same man responsible for the Cawthorne Special above.

In 2012 I came across an internet reference to this car – it was on display in a privately owned car museum in Moscow, yes that Moscow, in Russia. There must be quite a story here, Devonian shipwright builds two extraordinary wooden-bodied cars, one in Devon and the second in America; then the second car somehow gets to Russia. If I was a proper motor journalist I would research all this properly

and bring the full details – but I'm not, so I can't, for now, anyway.

I mentioned this car again in my piece in January 2018: surfing around to see what I could find out about this car I came across its entry in a list of cars



sold by a Florida-based classic car company; it's not clear what year the sale took place, or the price the car fetched, but here is the web text:

"This car is 1930s Art Deco with bodywork in solid Brazilian mahogany, featuring rows of polished copper rivets and completed with Ten coats of hand buffed clear varnish. The interior is soft cream leather and beige carpet, the trunk is fully lined in beige carpet and contains a solid mahogany battery box. There is a sunburst motif to the pale gold dashboard, to the chromed-



steel radiator, to the cream leather door panels and to the radiator mascot. All fittings to the body are chrome-plated steel with the exception of the rear lights which are stainless steel, and the lettering at the rear, which is polished aluminium. The body is supported by a fully restored steel chassis and 60 spoke chrome wire wheels with knock-off nuts on splined hubs. The Triumph engine is a six cylinder, twin carburettor unit of 104 BHP, it is fully restored. The manual gearbox, which is a very strong item, has four speeds and reverse. The clutch is hydraulic as are the brakes, which are disc front and drum rear; there is a cable operated hand brake.

The **BERMUDA SPECIAL ROADSTER** has wonderful sports-car performance and is great fun to drive. Either being driven or parked this motor car gains enormous attention, it is continually successful at auto shows, where it gathers crowds of interested people who never stop asking questions. Tens of thousands of photos have been taken of this car, even while being driven at high

speeds on the highway. There is a lot of waving and tooting from other cars, it is a wonderful way to travel. **IMPORTANT MESSAGE:** Relax, enjoy yourself and have fun."

As for the fourth wooden-bodied marvel pictured, **POU936G**, it appeared in The Sun newspaper in 2006. Apparently it was built on a Herald chassis by Mike Morris, an ex-cabinet maker from Blackpool, and the wood is mahogany.

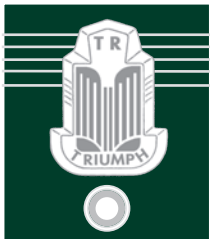
Putting the reg into DVLA and DVSA sites we can see that the car has not been MOT'd or taxed for UK roads since 2010. We can also see that its make is given as "COUPE D ERIKA", with a manufactured year of 1969, and an engine capacity of 1,147cc – indicating a Herald 1200 donor. I put "Coupe de Erika" into Google and a photo of the car on Flickr came up. The photos, there are two, were taken in November 2014; the car was on display in the motor museum in Dortmund, Germany. Another potentially intriguing story to be investigated.

The photographer furnishes us with this information, "*Automuseum Dortmund - a guy called Mike Morris built this Triumph Herald based wooden Roadster for his wife. It took him 3,800 hours. Unfortunately, Erika passed away before he was finished.*"

I refrain from comment on the style of this car and of the driver's seating position (refer to my article on seating last month), but it is undoubtedly a clever piece of craft.

There you have it, four great examples of the art of special building, and the versatility of the Herald chassis

Trevor



TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

A Day Out at last!

S. WALES AREA LLANDOW RACE TRACK RUN 18/07/20

Due to the Covid lockdown, it had been over 5 months since I had used my TR, in all the years that I have owned the car I have never gone more than 3 – 4 weeks without being able to resist taking it out for a run, but I consider myself lucky to still be here to do so! The lockdown lasted longer in Wales so it wasn't until July 18th that we were able to get out in our Classic cars without too much guilt at enjoying ourselves.

Two days before the run I hooked the battery up to my charger and found it to be totally flat, 4 hours later there was some life in the battery (why I wondered, the battery was only 6 years old and had spent the first 2 in my Vauxhall Zafira diesel before it lost the power to start that and has only been in my TR for the past 4 years, very strange!), but I didn't want to leave it on charge overnight, so I thought I would resume the charging the next day. The next day, before continuing charging the battery I jumped into the car, turned the ignition key and without the engine even taking one revolution the TR fired up and sounded so beautiful - TR-tastic!

I drove the car onto my driveway and checked the tyre pressures, not one had lost any air



Proof car was washed!

(RTS really do sell the best tyres and fit them perfectly). After allowing the engine to reach op-

bottom mark on the dipstick as it was before my last run to the Bristol show in February. There had also been no coolant loss.



Result of 5 months no use!

erating temperature I topped up the carbs with 3 in 1 oil, checked the hydraulic fluid levels in the brake and clutch master cylinders (still no loss from the clutch even though it was losing fluid way back in 2014 at Le Mans) and after allowing the engine oil to settle I found that to also be at the same level, mid - way between the top and

The car was looking grubby as it hadn't been out in the rain so I decided to wash it, after consulting GOOGLE for instructions I equipped myself with a bucket, car shampoo and a rag. With hot soapy water I

washed the car down and then used a hosepipe to rinse the suds, however, when it dried it was streaked with grubby water lines, thus proving that there is an awful lot of rubbish on line about how to look after our cars and I am better off not cleaning my cars as apart from the wheels it looked worse than when I had started. There was



Parked up at Porthcawl

further bad news, the rear top of the O/S sill was showing some bubbling and when I prodded it with a screwdriver, found it was badly corroded, there was also bubbling in the leading edge of the rear wing. Finding corrosion is always a quandary for me, I know that I should take the car off the road and completely restore it, but I have restored

enough cars over the years to know that they are usually always worse than they initially look and it could take many months to return the car to the road and I love driving my TR. Also (as has been brought home to many Classic Car owners in these Covid times) you never know what's around the corner and if you take your car off the road circumstances may intervene and you may lose the opportunity to drive it ever again, be it a teenage Swede, disease, personal circumstances or a long restoration, so my policy has been to use my TR and make the local repairs as they arise. I should add that people do comment that my TR always looks good, not pris-

tine, not immaculate, but good and where it should be, on the road.

The next morning, I jumped into my TR and drove to junction 33 on the M4 with a stop enroute to fill up with fuel. The S. Wales group were already at the rendezvous when I arrived and all practicing social distancing. I won't be going into any run details as AO Al will do so in the area reports, but we arrived at our first destination, Llandow race track in the hope that we could socially distance watch the races, but there was no public access allowed so instead of going to a local supermarket where social distancing is totally ignored we made our way to Porthcawl where we parked up on the front and took a socially distanced stroll along the promenade to an outdoor fish & chip shop to buy our lunch which we then ate while socially

distancing on the promenade wall.

After a pleasant hour or so we said our goodbyes and headed off home, my TR again running so well even after such a long period of non-use. I was also able to take the private road near my house and rack up my first ton since February.

Another great day out with the S. Wales area and with the ARSENAL beating the best team in Manchester 2 – 0 in the FA Cup semi-final, the best day (for me) in a what has been a very bad year so far!

I hope that you are all able to get out and use your cars with whatever rules are in force in your areas and that we will all be able to attend shows and mix in a safe way as soon as possible.

Whether 6 cylinders or 4 a TR is so much more (especially after 5 months)!

Bern

JOHN WILLIAM'S TR4 FRONT LOWER TRUNNION CHANGE

At the Stratford – upon – Avon show (lots happened there), regular contributor **John Williams** mentioned that he wanted to change the lower front trunnions, wish bone bushes etc etc on his immaculate TR4, "bring it over to my workshop and I'll give you a hand" I said, totally forgetting the different trunnion set up to my 4A (am I getting old and forgetting things? You bet, but in all fairness it was after a very heavy night in the show marquee). When I realised that I had to compress the front springs and basically strip the entire suspension to its component parts, one day wouldn't suffice (and I would have to make up a spring compressor) so John left the car with me and I returned home to make a compressor. While rooting around in my garage for a suitable piece of steel and threaded bar what did I find? A compressor that I had made many years ago for my 4A and forgotten about!

So over to John and his extremely generous words to give his account of his recent TR4 suspension rebuild.

Some well-meaning people will never learn! Take our TR 4-6 Registrar **Bernard Littlewood**. For those of you who don't know him, Bern is an extremely knowledgeable (except 4/4A front trunnion set ups – Bern), enthusiastic and dedicated lover of all cars Triumph [and Standard!].

On this occasion Bern's passion for TR's and his facility in St Brides near Newport, Gwent, led him to offer to renew parts of the front suspension on my 1964 TR4 in his workshop. Although he knew the setup was slightly different to that on his TR4A, he hadn't appreciated that everything including the dreaded coil springs and shock absorbers have to be removed to access the trunnions for replacement.

To make matters worse, during the 2006 rebuild of the car, certain bolts had been inserted wrong way round, causing otherwise unnecessary removal of extra parts such as the front bumper! At the end of Day 1 on an early November day, Bern realised that he did not have the necessary tool to compress and reinstate the coil springs. When assessing if a jack could compress the spring, it merely showed its muscle by raising the whole car off the blocks rather than be compressed! Bern dropped Pauline and I off at Newport railway station to allow us to catch a train back to Hereford and he returned to the TR4 to put his tool making expertise to the test by creating a spring compressor for TR's. Bern then attacked the replacements over the following 3 days, finding other significant faults and nuisances along the way, not least the need to replace the vertical link on the nearside.

Below shows the full undertaking to complete replacement of trunnions and bushes and seals on both sides. Bern filled the trunnion thread chambers with my chosen Castrol EP140 oil. Bern prefers to use semiliquid grease by the way. SUCCESS. Bern 1, TR4 nil. Nulli secundus! I THINK Bern is available for repeat performances now he has the tools! I am very pleased with the end result on my car and mightily impressed with Bern's resilience and determination to get everything done carefully to specification. We have a truly knowledgeable and highly capable Registrar!

**Whether a 4 or an A, it can take
more than a day!**

Bern



Old OS trunnion with vertical link attached



OS stripped out



Lower inner wishbone bushes being fitted



Bern fits wishbones to OS trunnion



OS trunnion showing threads for vertical link



Fitting upper wishbone poly bush



Pressing out NS stub axle from vertical link



New NS vertical link and top ball joint



Pressing out NS stub axle from vertical link



Final NS as Bern built it [during hub renewal]



Bump stop bolts installed wrong way round



New hub and brake disc installed

Under Pressure!

Well, 4 days ago I was wondering what I was going to write about, but that was before my Convertible went in for its MOT!

They picked up a few minor issues, but the one I was not expecting was that the bottom bushes in the shock absorbers wanted replacing. As it happened, I knew that in my spares I had a spare set of Shock Absorbers. Whilst not happy about it, but it being quicker than having to source just the bushes, I decided to replace the shocks which came with new bushes fitted. After a brief hunt around the garage for my spring compressor, I remembered that I had lent my 'club' type spring compressor to someone but it had not been returned, fortunately I also had a homemade version I had bought some time ago, so that was pressed into service.

The driver's side went quite well - remove the bolt through the wishbone, loosen the trunnion bolt, undo the three top nuts, wrangle the spring & shock absorber unit and out it came, so into the workshop, compress the spring, remove the top securing nut, and then decompress the spring, and take apart, put in the new shock absorber and then, as it says in the good book, Haynes - "Refitting is the reverse of removal"



Spring and Shock absorber in spring compressor, compressed to allow nut to be removed, need to hold the centre shaft to stop it turning.



New shock absorber in position - you can see how much the spring needs to be compressed to allow the nuts to be fitted.



Spring compressed and top nuts on shock absorber.



New shock absorber fitted - shame I did not have any nice shiny new springs!

Then I moved over to the passenger side, top bolts fine, much easier to access without carbs in the way, bottom SA bolt fine came out OK, next to loosen the trunnion bolt, when I went to put the socket on the nut, it would

not go on as the nut was close to the top edge of the wishbone, at that stage I knew the job just got a lot bigger, as this from past experience, told me that the trunnion bolt was seized and had worn an oval hole in the bottom wishbone, and I was proved right.

This now meant taking off the lower wishbone and replacing it, and of course cutting the trunnion out of the old wishbone, and to do this it is easiest to remove the vertical link from the trunnion, so – track rod end off, anti roll bar link off, calliper off, front hub and stoneguard off then the vertical link can be unscrewed from the trunnion, finally unbolting the inner bolts from the wishbone to release it from the car.

Then it was a case of taking the wishbone and trunnion to the vice and cutting out the seized bolt.



The end of the wishbone where the wear in the outer hole can clearly be seen.

It was then a case of installing a new trunnion kit – fortunately - having seen the quality on one recently from a well-known parts supplier (very poor, the two halves of the metal washers did not fit together, and the outer faces of the nylon bushes were too thin for the rubber seals to fit properly) I had an old Uni-part kit on the shelf, which went together nicely, then it was just a case of putting everything back together and finally being able to get the car into the garage as the sun was setting –

a long day!



Car ready to go to bed following passing its MOT today.

However all worthwhile as I now have an MOT and the satisfaction of knowing that the car has been properly checked over and is good for the next year. Just need to have a reason to use the car now with no shows or meetings on.

Finally, I have heard of a couple of Equipes looking for new homes – both white:



First a 4s owned by **Richard Moore** who has decided to sell the car so he can concentrate of restoring his Alvis TE21. The car has a 1500 engine and overdrive and has had a lot of work done over the last 6 years.

And secondly a 2



litre Coupe which those following Facebook will have seen Chris Bradley has been recommissioning. He has now decided that two 2 litre convertibles might be a bit much and has therefore decided to let someone else enjoy it – I



suspect this might well be sold before this is published, – if so please can the new owner let me know so I can keep my Bond Equipe Register updated.



Finally, on the subject of new owners - who bought 2+2 984 ECJ which I saw was for sale on Facebook, and I suspect just finished being restored but is not found on DLVA?

STOP PRESS

I have just been told that there is a 4s bonnet for sale in W Sussex, £100.00 if anyone is interested please contact me.

Guy



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In this issue we celebrate the game-changers from each decade, meet the man who's fitted a Hillman Imp with 21st century BMW performance and take you behind the scenes at PC. Plus, we bring you plenty of Triumph content besides: from Pt.2 of our SC engine rebuild, through to Matt George's TR6's oil and coolant mixing woes.



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FEATURES



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CARL SWANSON saloons@tssc.org.uk

Gaydon Heritage

Hi, hope this edition of The Courier finds you and yours well under the continuing challenges!

You may / may not have missed the last Big Saloon section, but, and its quite remarkable currently, I was on holiday, out of the country! I did actually try and write it but as I only took my phone, I found challenges with the IT connection within the phone, so had to give it up! I consoled myself with anther cold beer in the Bologna sunshine!!

That was early July. As with all things being changed at short notice, we have been limited, as everyone is dealing with, the events have been limited. I did manage to meet up with a friend from another car club and Simon E from South Bucks area met up and had a lovely sounding small convoy of 6 cylinder engines as Simon has the superb condition TR6. we went to another car park near the Thames were some others had arrived too.

I don't know if you have seen, but a couple of magazines have ended. Triumph World being one, then Modern Classics. I must admit, its only since change of career have I had more time to sit and read magazines, and not on line, which I presume is what is causing the issue. On brither news, I was reading through Practical classics May or June edition, where 52



they had invited the readers to vote on their favourite car. The 2000/2500 came in 25 of 40, so still going strong!

Late last month, Harry and I attended a Jaguar/Land Rover event at Gaydon. It was supposed to be a large show, but

years, and we were trying to work out what the building was to the left of the main Gaydon building. It turned out to be the Jaguar Heritage centre, and we could have a look round. It's a collection of many Jaguars over the years on the ground



they managed to reduce to an 'informal gathering'. We haven't been to Gaydon for many

floor, but the first floor had a great collection of all sorts of British manufactures products,



tinguishing itself by having Stag-style alloys, front anti-roll bar coupled with softer front springs, more comprehensive instrumentation and Sundym glass as standard – in all other respects, including performance and gearing, it was identical to the second-generation 2500TC. That car's 14-inch wheels and anti-roll bars being noteworthy additions.

It was this range: 2000TC, 2500TC and 2500S

that remained in place until the model's death in 1977.

As I write, things are still very strange. I have been taking the 2000 out on regular runs just to make sure all is well and as I have said many times before, I'm one for giving all cars a run on regular basis as they don't like standing still!

Take care, stay safe.

Carl



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
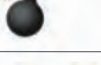














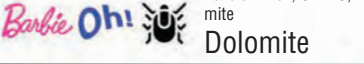
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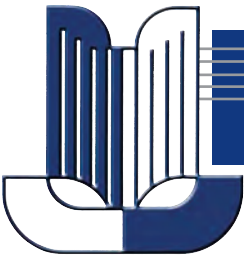
Lock Down Emoji Quiz Time

by Paul Girling - Norfolk AO

With sincere apologies from Paul

1		'V' Sign, Exam - test remove 't' Vitesse
2		Female = Her, Old (man) = ald Herald
3		Spit, Fire Spitfire
4		Half a horse/gee-gee = G, Tea = T, 6 sided hexagon = 6 GT6
5		Stag Stag
6		Rugby try = Tri, Camel hump (umph) Triumph
7		Electric sign = AC, Mine = claim Acclaim
8		Tea = T, Aaarh = R, Golf strike = four! TR4
9		Bomb Bomb
10		Apple core = Cour, Ear = ier Courier
11		Wave/sea = C, Toupe without 't' = oupe Coupe
12		Runner = hurry, walking stick = cane Hurricane
13		Razor, Cliff edge = edge Razoredge
14		Two o'clock = To, LED bulb = led, Oh = O Toledo
15		Calendar, 5th month = May, Flower Mayflower
16		'V' sign, two fingers = 2, Point = '.', Hi five = 5, Pea = P, Eye = I 2.5PI
17		Bull, Rent = let Bullet (TR7/8 concept)
18		Road, Stir drink = stir Roadster
19		Amplifier = Amp, Payment = fee (phi), Car Amphicar
20		James Bond = Bond, Team = Equipe Bond Equipe
21		Royal Standard = Standard, Atlas Standard Atlas
22		Golf tee = T, 7 'R's TR7
23		Couple = 2, K = thousand 2000
24		Barbie = Doll, Oh = O, Mite = mite Dolomite
25		Rugby try = Tri, Camel hump (umph) Selection of sports, Six clubs TSSC

Answers



Show & Tell

By Malcolm Huxtable

Radiator Draining

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?

Andy Luckhurst
North Devon AO

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Problem

You may be lucky and have a drain tap fitted to the radiator of your Spitfire / Herald / Vitesse / GT6 to assist in the easy removal of the coolant prior to the removal of your radiator. However if like me you don't have one fitted, removing the coolant can be a messy job.



The problem is that the bottom hose on the radiator is directly above the right hand chassis rail and if the only way to drain the radiator is to remove the bottom hose the coolant is going to hit the chassis and be spread everywhere, not an ideal solution. Even with a large bowl under the chassis you may not catch all the coolant and with ethylene glycol based antifreeze being highly poisonous to animals, it is not the sort of thing you want lying around in puddles. You may also have one of the new fancy waterless coolants that you don't want to waste. Walking it indoors on the bottom of your shoes may get you told off as well.

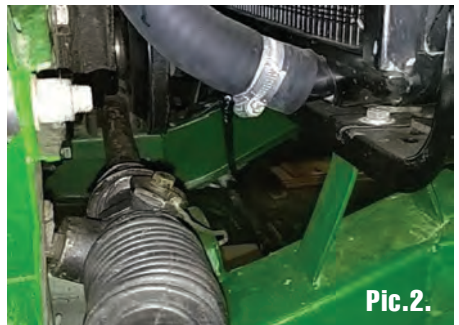
[PIC 1]

You may also have just replaced the coolant and then

discover another problem that requires the coolant to be drained again, like your new second hand radiator has sprung a leak. There is nothing wrong with the coolant and it could be used again as long as you can catch it all and keep it in a usable condition, spread all over the floor with bits in it is not a usable condition.

Solution

What we need to be able to do is to catch the coolant before it hits the chassis rail and spreads



all over the place. The trouble is there is not much room between the bottom hose and the steering rack or between the radiator support frame and the suspension upright. Anything that would fit in there would not be big enough to hold the amount of coolant that will drain out. [PIC 2]

My solution involves the use of a suitably modified 2 litre ice cream tub and a plastic bottle that used to have hand wash in it and a hot glue gun.

Firstly, from the end of the ice cream tub remove a section of



Pic.5.



Pic.3.

plastic from the three sides, 25mm down from the top and 60mm in from the end. [PIC 3] Holding the ice cream tub the

correct way up with the removed plastic section away from you, you now want to cut a hole in the

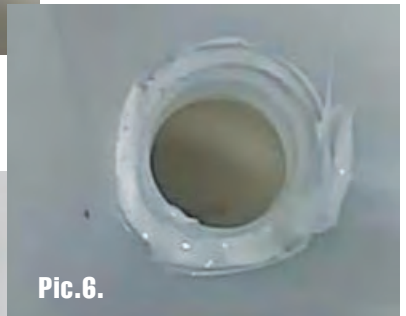
bottom of the right hand corner closest to you. The hole wants to be just big enough so the neck of the plastic bottle will just fit. It will not be water-tight but we will fix that soon.

In the bottom of the plastic bottle cut a section of the plastic out. [PIC 4]

We now need to insert the neck of the bottle into the hole



Pic.4.



Pic.6.

you just made in the ice cream tub making sure the hole you cut in the bottle is at the very bottom.

With your hot glue gun you can now seal the joint between the bottle and the tub, inside and out, to make it water-proof.

Silicon sealant may also work but I am not sure if it will stick to the plastic well enough.

PICS 5 & 6]



Usage

You can now insert the radiator draining apparatus under the bottom hose. The flexibility of the ice cream tub means that it can be persuaded to fit and is wedged in so will not easily fall out. You can now place a suitable container under the bottle to catch the coolant [PIC 7]. With the engine cold you can

now remove the bottom hose, the coolant falls into the tub and then via the hole in the corner into the bottle. The coolant then falls out of the hole in the bottom of the bottle into the suitable container ready for disposal or re-use.

Without the bottle extension the ice cream tub does not quite clear the anti roll bar and there is a risk that the coolant

would hit the anti roll bar and again make a mess.

Where can I get them?

Ice cream tub – In your store of useful things that are too good to throw away, failing that try the freezer

Hand wash bottle - In your store of useful things that are too good to throw away, failing that try under the sink

Hot glue gun – They are just too useful not to have one already. If you haven't got one you can pick up a half decent one for around £12. Make sure you get one that takes 11 – 12mm sticks as these seem to be the easiest ones to get.

Conclusion

- Saving coolant that can be reused instead of throwing it away saves money.
- If the coolant needs changing, collecting it all so it can be disposed of correctly reduces the chance of poisoning animals
- It makes less mess
- Cheap, this solution makes use of things that you probably already have and were about to throw away
- You won't get told off for walking coolant into the house on your shoes



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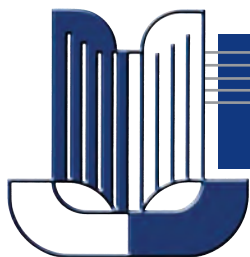
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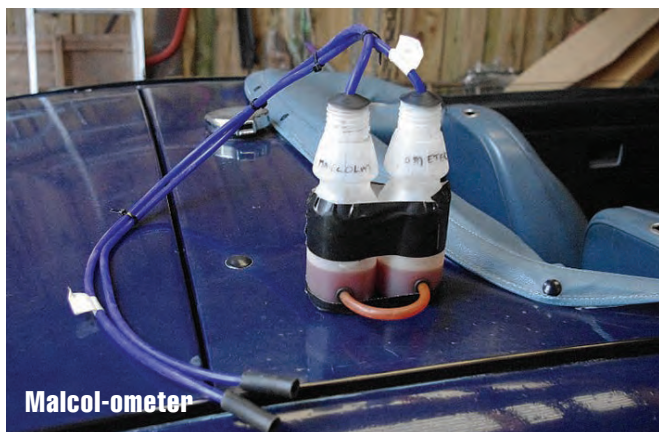
Malcolm's Show & Tell

Malcolm's 'show and tell' item in the August Courier is a must-have for all multi-carb car owners. I made one after Malcolm's show and tell on the Devon facebook page. I used rubber grommets that I had handy to seal it, which work perfectly, and my bottles are recycled from wine-making kits...

I have spent 42 years struggling with listening tubes and that Gunson product, sometimes with success, but the 'Malcolm-ometer' does it instantly and you don't even have to take off the air filters.

Even works on the Dolly!

Can I add one point to Mal-



colm's excellent article that makes his gadget superior to most others? As well as balancing the carbs at idle, it is even more important that they stay balanced at all revs, which means precise setting of the links between them to ensure throttle opening is synchro-

nised. That is very hard to do exactly by eye, I find, but with the Malcolm-ometer one can check balance at all revs instantly to ensure the links are right and that is what is improving things most for me!

Keep up the good work,

Robert Hodgson



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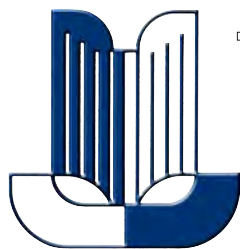
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SPITFIRE MkIV 1972. Red, Overdrive. MOT. Garaged since acquisition (1988) and rarely used. Fairly good mechanics and bodywork. £2750 **ONO Peter Butcher (Bristol Area) 01934 842238**



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Mk3 1971 FOR REFURBISHMENT
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Herald



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MkIII. Reluctant sale. Late non-rototax model. Owned 10 years. Many new parts inc. J type overdrive/gearbox. Electronic dizzie, rad, battery, alternator, upholstery etc. Excellent wax-oiled chassis. Bodywork needs attention, usual places. Tax & MOT exempt but recently MOT'd following storage (no advisories). £8500. **Barry Kemp (Abermule, Mid Wales/Shrops)** 01686 669865

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BOLT ON WIRE WHEELS. Set of 4 bolt on wire wheels for sale including the centre caps. email for Photos and more details. £150. **Andrew Grundy (Retford)** 07767 872706.

GT6 / SPITFIRE, Drivers O/S Door already primed, N/S Door needs new skin, £120 the pair. New Windscreen Rubber £15. **John Wanstall (Hereford)** 07511 618556.

SPITFIRE MKIV/1500 Parts. Two Workshop manuals 1500/MKIV. Static Belts, Set Plugs, Distributor Cap, all new. Radiomobile MW/LW,

Rev Counter, Lucas Headlight, Hand-brake Rubber cover. Offers. **Alan Whittaker (Hampshire)** 07971 809476.

TR6 PARTS. Front Wings, O/S Rear Wing, Rear suspension, Sports Exhaust system rear, Diff, 2.5 injection engine, 150bhp. Many more Parts, enquire. **Denis May (Hampshire)** 07971 041159.

VITESSE MK1 2LTR ENGINE Good working order when taken out of car. All ready to go into car. Buyer collects £500 **Roger Williams (Cornwall)** 01579 320025.

VITESSE - GT6 - SPITFIRE - AL-LOYS 5" x 13" Dunlop Alloy wheels. 4 Off. Good condition. e-mail for photos. cstddrt@aol.com. £116. **Chris Stoddart (North Yorkshire)** 01325 374760

SPITFIRE MKIV PARTS. Static Belts,

that fits bill (or Know someone who is). Email. markplaysdrums100@gmail.com. Whatsapp or text is best way to contact me. **Mark Barker (willing to travel)** 07973 270963

WANTED. VITESSE SALOON with OD Looking for a sound Vitesse MK1 or possibly Mk2 Vitesse saloon, with Overdrive. For daily use. Happy to tinker nuts & bolts but body and frame need to be in good order, not showroom but tidy. Have 1 viewing to attend in East Herts. Prefer viewing, Herts, Beds, Bucks, Elsewhere if its just what I want. **Mark Gifford (UK)** 07910 122863

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WANTED GT6 MKII DOORS Wanted a pair of Mk2 GT6 Doors. Please contact. **Paul Rhodes (Tiverton) 07887 766507.**

WANTED 13/60 DRIVERS DOOR I am in need of a drivers side door for my Herald 13/60 **Steven Adams (Birmingham) 07957 296721.**

GT6 MK2 DRIVERS SEAT NEEDED - Any condition / Any Colour. Searching for a GT6 MK2 Driver seat, reclining

version fitted to some MK2's. I have the passenger seat, would be amazing to match it with the drivers. Even if its just a frame that would be great. **Gary Lacy (Bedfordshire) 07775 825239.**

ROSTYLE WHEEL TRIM. I am looking for one or two Rostyle wheel trims for the Vitesse. They must be perfect, no dents. I don't mind if some paint is required **Jeffrey Wickham (Wickford) 07881 923542.**

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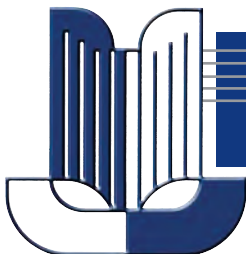
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Tel: 02838 832453. e-mail: herald@tssc.org.uk

HERALD 13/60

Darren Groves, 6 Govetts Field, Launceston. Cornwall. PL15 9FQ.

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SPITFIRE Mk I/II/III

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

SPITFIRE Mk IV/1500

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

Tel: 07885 449609 (6 to 7pm) e-mail: spitfireIV-1500@tssc.org.uk

VITESSE 1600/ Mk I/II

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA.

Tel: 01635 868640 - Eves/Weekends e-mail: vitesse@tssc.org.uk

GT6 MkI/II/III

Andy Cook, 7 Albany Road, Fleet, Hampshire, GU51 3NA.

Tel: 07822 801275 (Eves/Weekends) e-mail: gt6@tssc.org.uk

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

TRIUMPH WEEKEND 2020

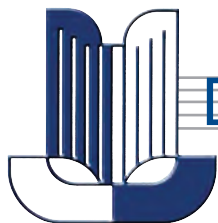
Nigel Hill, 32 Hollyhill Road, Selston, Notts. NG16 6EF. Tel: 07976 163006 e-mail: nigel.hill@hotmail.co.uk. TSSC HQ: e-mail: info@tssc.org.uk

AREA LIAISON OFFICERS

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September 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	Contact AO's. 1ST TUES. 7.30PM.
NORTH EAST	Geoff Dent : 07773 440201 Deryck Beadling: 07939 068976 The Travellers Rest, Front St - WITTON GILBERT. DH7 6TQ.	1ST SUN. 7.30PM.
LIVERPOOL	Mark & Tracey Lamb: 07975 591421 Vikings Landing, Stonebridge LIVERPOOL. L11 2BD.	1ST TUES. 8PM.
LANCASHIRE	Kevin Makin: 07980 604021 Dennis Petty: 07951 727747 CONTACT AO's FOR MEETING VENUE	LAST TUES. 8PM
WIRRAL	Richard Lloyd: 0151 625 3172 Cottage Loaf - THURSTASTON. CH61 0HJ.	2ND TUES. EVES.
NORTH YORKS	TBC: AO NEEDED! Greyhound Inn - RICCAL. YORK. YO19 6TE.	4TH TUES. 8PM
SOUTH YORKS	Richard Oakes: 07702 492349 Crown Inn, Barnburgh - DONCASTER. DN5 7JQ.	1ST & 3RD TUES. 8PM
WEST YORKS	Alan Heaton: 07944 909823 New Inn - 170 South View Rd, East Bierley. BRADFORD BD4 6PP.	2ND TUES. 8PM.

MIDLAND AREAS

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

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

MIDLAND AREAS Contd.

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

EASTERN AREAS

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

SOUTH EASTERN AREAS

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

SOUTH WESTERN AREAS

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

WELSH AREAS

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

NORTHERN IRELAND

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

COUNTRY	CONTACT NAME	CONTACT DETAILS
AUSTRALIA (Queensland)	Richard Graveur	randagraveur@gmail.com
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SWITZERLAND	Philip Bellamy	0041 79 347 1221
UNITED STATES	Ben Blaney	benblaney@gmail.com



Area Liaison Officers Report

Andover

Triumph Sports Six Area Liaison Officers

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

Hope we are still safe and well? We are pleased to announce that the Annual General Meeting which should have taken place in April this year has now been scheduled for Sunday the 18th October 2020, the Area Organisers Seminar will begin at 10.30 am. Zoom meeting ID. 9821359863. Password 6VCz52. Meeting is for Area Organisers Only Please.

The whole of the meetings are being done by Zoom. Myself and Di will be broadcasting from HQ, as will other members of council of management for the AGM in the afternoon. if you have any questions that need answering before the AO seminar please email us on the above address this needs to be done two weeks before the meeting.

You should all still continue to follow the government guide lines with your meetings, adhere to distancing rules and hand sanitiser. As for area Organisers doing members valuations still be safe and comfortable whilst carrying out the valuations.

Please contact us or HQ for any queries you may have.

On behalf of the Triumph Sports Six Club we would like to say a Thank you for their services as Area Organisers (Allan Jannaway of Essex Area for their long service as AO's and Michael McCallum of Scotland Area). As they have stepped down from there positions as AO's.

We hope you will continue to enjoy events once we are back in full swing and outings with the TSSC. Stay safe, keep smiling and hope to see you all soon.

Nigel & Di

Andover

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

Tel. 01672 514241

Hi all, not a great deal happening in our neck of the woods again this month with Suzie and some of our other area members staying pretty much locked down due to health or age issues. Others have been out and about a little more but generally not a great deal to report.

Suzie did finally break her lockdown, in rather an extreme way. We had been advertising our 1929 Standard. Monty, for sale, needing both the garage space and pound notes, and sold him to someone in Kings Lynn who was unable to travel to us. It was quite a difficult decision to sell but the buyer sounded very suitable so off we went to the seaside. Or rather, we took Monty to his new home - suitably leaving him with an Austin 7 for company - then went on to find the sea as we were so close. Well, we made to to the car park at Snettisham, just shy of Hunstanton, on the unusually west facing cost of Norfolk, then turned around and headed straight back home.

Very strange to not have Monty in the garage, but

we trust he's going to have a good life in East Anglia. Ed has been "mainly working on my Spitfire. I seem to have an overheating problem, keep trying different things. Next test will be with a new radiator and thermostat removed to see if it improves That's about all, TR7 trundles on and is in daily use, mostly transporting water down to Maureen's allotment. Did you know you can get 30, 6-pint milk containers of water in the boot of a TR7?".

Kevin has had problems with a clonk at the back end of his Spitfire. He and Guy have taken most of the rear end apart. Guy, based on the old John Kipping saying, believes the clonk is not in the diff, so is hunting everywhere else. We have found a few things but not yet cured it.

We have been discussing trying to set up some outdoor meets, probably during daylight hours, so if you would like to join us and haven't been included in our occasional round robin emails about it please let us know. Outdoor meets will, of course, be weather dependant so subject to change hence not fixing any dates here.

PS - Guy asks, did he lend his spring compressor to one of you? - if so please let us know and we will arrange to collect it sometime.

Stay safe

Guy & Suzie



Avon Cambridge

Avon

e-mail: daverover@hotmail.com

Tel. 07860 878058

Hi folks. Well I guess many AO's like me are struggling to fill even a few lines as the months pass.

No sign of things changing much in the near future either. Pubs, the usual meeting place for most centre's are now open for meals but the risks are very real for group meets and who wants to be in isolation for 14days?

The best I can see for the next few months are a few drive outs with one or two friends and the hope that the season next year will bring some normality, although we are now seeing that that, in many ways, depends on how the population follow the new norm in the coming months.

If you have pics of things you have achieved in the last few months lets share them and encourage each other

Dave

Cambridge

e-mail: cambridge@tssc.org.uk

Tel. 07795 436149

The relatively minor relaxation of the rules and the accompanied worries from Covid in the last few weeks meant we were able to take a small tentative socially distanced excursion out in our cars. The normal meeting at the Plough of a dozen or more of us was too far for the landlord to stomach this month but will hopefully be on for next month (an email to members will confirm nearer the day).

We decided that we would make a short drive in



the August sunshine instead, meeting up at Newmarket Road Park and Ride carpark. Everyone made an excellent job of social distancing and mask wearing was common. After a quarter of an hour of chin-



wag, and a quick and eventually successful search of various toolkits for a replacement rotor arm for Jeremy's TR6 (which wasn't able to join us as it had failed) we set off. We had 9 triumphs plus a modern at the start and another at the end. Mike had brought his tap and die set but there wasn't an exact match for the required bolt from a vintage car. New faces Mike with his other half and George joined us in their Spitfires and a previous regular Joe who we hadn't seen for a while was there in his two-tone Vitesse. Leading us out was Andy in his immaculate green Dolly Sprint.

Right as we were leaving the carpark I was glad that we hadn't had twenty cars as we were passed by a police road traffic car with its blue lights flashing right at the start. The journey up to Burwell was uneventful although one of the lead cars decided to share the chance to be at the front and pulled over. A comedy of drive-rounds and U-turns then followed as everyone misinterpreted this as they went back to offer help. It did mean that the order was shuffled around a bit.

All around us the summer fields of the Fens glowed glorious in the setting sunshine. After the Swaffhams, at the second roundabout in Soham we temporarily lost Toby and then Rob who generously set off to catch him and bring him back. Some fabulous flames two foot long could be seen in the darkening evening coming from the back of Toby's Hurricane whenever he lifted off the accelerator suddenly as he and Rob shimmied along to catch up with everyone again. Just after Wicken we pulled over in a suitable layby to enjoy the sort of open expanse of sunset vista you can only find on the Fens. Tim caught up with us in his modern (as his TR5 restoration continues a-pace) just after Streatham and we blasted down the A10 past yet more blue lights where a car pulling out of a filling station ap-





Cambridge - Cheshire

Cambridge Continues

peared not to have noticed the articulated lorry that swiped the whole of its front end off, including the engine! No-one seemed to be hurt but the little hatchback would be off to the great scrap dealers in the sky.

Going through Waterbeach we were caught by the barriers on the level crossing at the little station there, and the slight rise made for a fantastic photo. All too quick the barriers went up again (the train didn't stop) and we were off again round some spirited corners down to Horningsea where we stopped off in the Crown and Punchbowl carpark for a drink and a natter as the sunset slowly drained down the church tower. All in all an elixir of Triumph driving to banish those months of reduced classic car action.

Next meeting on Monday 7th September is planned to be at the Plough in Fen Ditton from 8pm, just as it always used to be. I will confirm to members by email and on our Facebook page, www.facebook.com/groups/TSSCCambridge. A date for your diaries is planned for Sunday the 27th of September for the down-scaled Duxford Picnic (which replaces the normal Triumph Marque Day). Be there BEFORE 12pm to get in for the reduced £16 per head - gates open at 9am and close at 12pm but Duxford will be open for touring until 6pm once you're in. There won't be the usual refreshments or spares because of the complications these bring from Covid but it should be a much needed good sunny day out for our cars.

Tom



for the MOT (10 July) was carefully chosen as the weather forecast was sunny intervals all day, with negligible chance of rain. So, what was the weather doing late that morning? You have it in one, it was raining. So, the hood went up in the garage and I was glad of the intermittent wipers (home made module) on the way there. No problems with the test, thank goodness.

Head Office are trying to build an engine to replace the one currently in the GT6. As the engine that was being assembled had a problem with piston rings, followed by another problem with the crank, yet another engine has been added to the collection. This makes the Cast Iron count at Head Office seriously larger than at the Branch Office, even taking gearboxes into account. Further news as we get it.

The Swettenham Arms website indicated that the Car (and Bike) nights were back, so I sent out an email to inform those who hadn't spotted this change. Off we went in Heap the Vitesse for the first car night. On the way, we met a Herald, then a BMW, travelling away from the Swettenham, who both advised us it was heaving. And so it was. The car park (it's huge) was jammed and we parked on the grass at the exit. Several familiar faces, loads of interesting cars, and the first taste of pub beer (handpulled, naturally) for quite some time. Our meeting will be on bike night, so there may be a little more room.

Unusually for our meeting, the weather was quite warm. We gathered at the Cock and Peasant, and collected one straggler on the way to the Swettenham. I tried to make a navigational error but rectified the issue quite quickly. This time, there was enough room to park. Lots of bikes, it was bike night. We learned that the Estate in Crewe is making slow but steady progress, and not much else has happened. Oh yes, Heap the Vitesse misbehaved on the way home.

On the subject of events, I've had what appears to be a genuine email from Classic Shows, indicating they're trying to have a couple of shows at the end of August (bank holiday). That's all the mail says, but if you read this before the 30th of August, it's worth checking out (classicshow.org). Like the Swettenham, such events may end up being over-subscribed.

Our next meeting night is Thursday 3rd September. If the weather is acceptable, we may have a repeat of the August meeting, possibly (probably) missing out the C&P so we can make the most of the fading daylight. Meeting outside means reasonable behaviour in terms of the virus. After that, things become more difficult. Meeting inside is

Cheshire

e-mail: cheshire@tssc.org.uk

www.tssc.org.uk

Tel. 07779 878125

I hope all are well and still staying safe. Advice from Cast Iron World is to continue taking precautions until the nasty virus has completely gone.

Heap the Vitesse has recently had an MOT. The day



Coventry Cumbria

both hazardous and against the rules (according to current rules) so that's not acceptable. So, it will probably be Zoom over the winter period.

Henry

Coventry

e-mail: phillyncovtssc@yahoo.co.uk

Tel. 02476 457487

Hi Folks. Again not a lot to report on, since last meet we had another get together at the Bull & Butcher on Tuesday 21st of July when there were 15 of us for a meal and 7 classics on display.



At our August meet there were 13 of us for a meal (half price courtesy of Boris) with another 5 for the



meeting with once again 7 classics on display. Forthcoming events that are still on are the BMC Leyland Show at Gaydon on the 6th September £8 per entry and Sywell on 19th & 20th of September, but we will not be attending any of them as we feel it is too risky in the current climate to be mixing with lots of people from all over the country so if anyone who is going wants the event tent just let us know. We will however attend our local small events.

At the meeting we also included the Triumph pre 1940 picnic and Hog roast meeting at Walton Hall, Wellsbourne as still taking place, but since we have been informed that that has now been cancelled. August Dalos Day Run will be on Sunday the 23rd being planned by Rikk & Jeanette, we will meet at the Corner House pub, Nuneaton Road, Bulkington at a slightly earlier time of 11.45am ready to leave at 12 noon.

Must have numbers by Wednesday 19th but if you

intend to join us the earlier the better.

The Heart of England are having a Auto Jumble boot sale at Bulkington Club on Sunday 30th August, Bank Holiday Sunday from 11am, so dig out all your old junk and get some money for it. Well that's all for now folks keep yourselves safe out there.

Regards

Phil & Lyn

Forthcoming Events:-

Sunday 30th August Heart of England Auto Jumble, Bulkington Club, Chequers Street, Bulkington from 11.00am. Just turn up

Tuesday 1st September our monthly meet at The Bull & Butcher, Corley Moor, 7.30pm, if you want to join us for a meal in the restaurant pre meeting be there for 6.30pm, note it is best to book and state you are with the Triumph Club.

Sunday 6th September BMC Leyland Show at Gaydon £8 entry.

Sunday 20th September Dalos Day Run.

Details to follow.

**W/End 19th/20th September
Sywell Pistons and Props Show.**

Cumbria

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

Tel. 01229 316501

With the social distancing restrictions easing I decided it was time that we gave our cars a run out, use them or lose them. To avoid the tourists Friday July 28th was deemed to be a good day especially with the sunny warm weather forecasted. If we keep to the west side of the county we should avoid the traffic and I chose Wastwater as the meet up point, surely it should not be that busy on a Friday. How wrong could I have been! Never seen the place so packed with people. Getting there on the narrow Santon Bridge road was a nightmare; cars had just been dumped along the road and half of those still on the move could not reverse. I have been going regularly to that area since I was a kid and have never seen so many people.

Fortunately my Daughter and family got there early to go paddle boarding and managed to keep a place for me. Ray and Gill gave their MX5 a run out and followed us. Tony and Helen, not long back from their Norfolk Broads trip, joined us for a picnic down at the water's edge. Unfortunately Nigel E broke down in his GT6 near his home with a fuel problem. My Spitfire also had a fuel issue with it los-



Cumbria - Devon

Cumbria Continues

ing power every now and again. Once home I found that the fuel pump was past it best. New one on order. A few regulars could not attend as they had prior commitments or were self isolating. We wish Esther good luck with her operation and hope she makes a speedy recovery.

Whilst the schools are shut and most people are at home it is almost impossible to find anywhere quiet in the Lakes for a run out. The East side road around Coniston has been shut due to the amount of litter left by tourists and cars blocking the road. A report on radio Cumbria during the lockdown said that some Rangers went to move campers from Thirlmere as no one was allowed to camp during the lockdown. When they approached the campers and asked them to go back home and pick their rubbish up and take it with them, one camper said that he thought that is what the rangers were paid for. Is it too much to ask people to take their rubbish home with them! and stop littering our beautiful Lakes.

As far as I am aware there are no shows for the rest of the year in our area, however there is a "Bring and Show" at the Motor Museum, Back Barrow, to be held on Saturday 5th September 10am start. If you bring your car there is reduced entry to the museum. This could fill up fast so go early if you intend going. Stay safe

Roy

Devon

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

e-mail: nigelk57@gmail.com

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

Tel. 01548 821348

Hi Everyone. Are you aware of the FBHVC 2020 survey? <https://www.fbhvc.co.uk/2020-enthusiast-survey> You have until 15 September to complete this survey by the Federation of British Historic Vehicle Clubs. It does not take long to complete, but could make you think how much we spend on our hobby! This annual survey is critical for the historic vehicle movement. As you know the term historic vehicle refers to all vehicles which are 30 years of age or older, ie 1990 or prior. Your answers to the survey will help shape the future for historic vehicles in this country. The fbhvc.co.uk is the representative body

for our precious hobby, and the website is well worth a look at. An extensive survey was undertaken in 2016 which showed the movement was worth £5.5 billion to the economy annually and directly supported the employment of over 34,000 people! Do spend a few minutes completing the survey - the more people who do so, the better idea the Federation will have as to how our cars are used (or abused!).

We have now been given the go-ahead to do Club insurance valuations again as Area Organisers. Nigel and I are both happy to do them, preferably by the member coming over to our respective homes to do so or at an 'event'. We will of course observe appropriate social distancing and will use hand sanitizer. If members would prefer to have their valuations done by HQ thus avoiding any contact, then do continue to send your photos and valuation form to courier@tssc.org.uk as we were doing during lockdown.

The guidance (at beginning of August as I write) as to whether we can meet is still a bit woolly, some Areas are back in their respective pubs for their regular Club nights, whilst others cannot for various reasons. Some areas are organising Club runs, whilst others prefer to do things on a more ad hoc basis, as we did back in July. We are working on more similar events, ideas for venues where we can safely socially distance will be very welcome. If the August Club Night at the Claycutters Arms, Chudleigh Knighton works as hoped, we will revert to our normal 3rd Wednesday date from September onwards. However, keep an eye on your emails and our TSSC Devon Facebook page for updates. Peter Howell, remember last year's lovely BBQ has invited us for another run in the South Hams, starting from Kingsbridge. This time for obvious reasons it will have to be a socially distanced picnic - bring your own food and drink - we will bring the Club event shelter just in case. Looking at Sunday 13 September, starting from Kingsbridge Quay car park - small charge for parking but there are loos there! Watch your emails and the TSSC Devon Facebook page for more details.

Triumph Weekend Dates announced at nostalgic venues for the next 2 years

TSSC & TR Register have confirmed they are working together to arrange our Inter-Club Triumph Weekend for the next two years.

2021 4th - 6th June 2021 at the Three Counties Showground in Malvern

2022 19th - 22nd August 2022 at Staffordshire County Showground Stafford

Chris Gunby, TSSC Chairman says "Whilst the facil-



Devon North Essex

ities at both Malvern and Stafford have been vastly modernised in recent years, the fond memories for both venues amongst members of our clubs remain. By combining our resources and throwing open the invitation to all clubs and enthusiasts of the Triumph marque - we hope to put on a truly memorable weekend that is so very much needed by our community, in light of recent events." A lot of effort has gone in to get this far..... We look forward to these weekends & hope the full membership will support

We in TSSC Devon have been good supporters of the International Shows in the past and, as the event at Stratford last year showed, the collaboration of TSSC and our friends in the TR Register combined to put on a stunning show, with over 1000 Triumphs from all over Europe attending.

In the meantime - keep driving your Triumphs and let's hope for a return to some form of normal.

Sue, John and Nigel

Devon North

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Thursday 6th August was the date of the usual monthly meeting. Once again, we held a virtual meeting using Zoom. Although Sue had confirmed that the next Devon Club Night could be held in the Claycutters again, it was a little late for us to try and organise a real meeting for North Devon.

As I write, we are not yet sure what we will be doing in September but we will let all members know by email.

Those attending the virtual meeting included Sue and John, Bob Mellor, Robert Hodgson, Malcolm, Mick (with Sue in the background) and Darren as well as myself.

Bob had been using his newly acquired Vitesse, and is looking forward to being able to bring it to a few TSSC events. He has been keeping busy with the North Devon Sports and Classic Car Club. They have held a couple of socially-distanced events which have proved very popular. This gave us an in-

centive to start organising a few of our own now that the club has given us the go-ahead.

Mick had just purchased his second TR7 in a month! This one is a V8, which was what he had really wanted all along, and he has swapped a few items such as the wheels as he preferred the ones on the car he bought first, which will now be sold.

Unfortunately a head gasket had failed on the V8, but Mick was looking for something to do so will soon have it fixed!

The V8 had belonged to David and Sue Whitehead, who were at one time regular attendees at our local events until David was taken ill, and we wish them both our best wishes.

I am confident that Mick and Sue will cherish the car as much as they did, and it will be good to see it being used once more.

Darren has been busy building a new fully insulated shed which he will use for spraying cars. Once it is done, his attention will once again return to the Spitfire before the Herald receives some TLC over the winter, as it is showing a few signs of rust here and there having been stored outside for the last couple of years.

Coming Up: The popular trip to Lynton & Lynmouth will take place on Sunday 13th September. It's our first proper North Devon event since the lockdown was eased so should be good. Due to COVID restrictions, the cars will be displayed outside Lynton Town Hall instead of the usual place next to the railway. If you are going, please let Darren know as soon as possible.

Andy

Essex

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FB - [Triumph Sports Six Club Essex Area](#)

Mike. 07860 708356

In July we managed to get out for a drive down to Battlesbridge Antique Centre for their first Sunday Breakfast Meet of the year. It was good to take out the cars and see other people and their cars again we did our best to social distance, quite a few of us got out Allan and Janet, Mick and Linda, Jean & Brian, Steve and Janet and also Neil met up with us with his rally Vitesse. There



Essex Gatwick

Essex Continues

was a lot of Bonnet lifting by the men and looking at engines and a bit of a chin wagging by all the women, some of us went off to look around the shops, but nothing caught any ones eye as a bargain.

This Breakfast Meet brings in all different classic to modern classic cars, which is lovely to see & meet other enthusiasts with the same hobby.

Also there is antique shops & a motorbike museum & a cafe which sells breakfast as a take away (usually you can sit & have coffee, tea & bacon & sausage rolls in a marquee but because of the restric-



tions they were unable to offer this at the moment.

Unfortunately, in July Alan announced that he was standing down as joint AO, thank

you Allan and Janet for all your hard work over the last few years. We had an AO hand over lunch at our house, so now I am officially the new sole Area Organiser of Essex.

I'm now starting to attempt to remove my diff from the GT6 to put a larger rear cover onto it so I will have a



larger oil reserve in the diff. At the same time I will be able to check for any wear. Watch this space as I progress.

Up & coming area get together's

On Saturday 8th of August we were suppose to be going to a show in Waltham Abbey, but this was cancelled as many shows are at the moment. I hope to be able to have a club day meet up with a BBQ at my house if covid safe, keeping social distancing in mind. I will update with write up in the next issue. Take care & stay safe

Mike

Gatwick - New AO!

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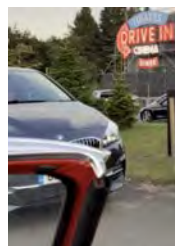
Hi all, hope you're all well & enjoying your triumph's in this great weather!

The Red Lion is now well & truly open & serving the wonderful Harvey's Bitter. They are operating an in & out door system with hand sanitiser as you enter. So it'll be great to see you all there at the next meeting (2rd Tuesday of September 8pm). July's meeting was quiet, but good to be back!

On the 12th July we had picnic, which was very successful. Here are some of the many Triumphs that came along. Eight in all. With one MG Midget.

Peter showed me a Herald family spare wire wheel Nut/clamp that Triumph had for holding the spare wire wheel in the boot.

I've never seen one before have you? Anyone know where one can find one? Frances, Gill & I decided to go along to our local Tulley's Drive





Gloucester

in cinema! 1/4 mile down the road from us. What a great time we had & a first for us all. We got many complimentary comments, which made it even more enjoyable. We sat back & watched the film with some nibbles & something to drink.

Richard emailed me about the photo my chassis going off for blasting & the cost which was done for £375. Here's a picture of it done & all primed.



Next is to do the body tub!

I'm getting closer to catching Peter!!!!

With so few shows happen-

ing, the Duxford Picnic has to be a must in September 27th. Let me know if there's anything above that interests you to come along to.

Hope to see you all soon. Keep safe & keep using your Triumphs

Tony

Gloucester

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Hello All. Sorry for the total lack of Area News for a long time, but here we are in September 20 having had most of our plans dashed.

We have salvaged a few really top runs out of what had become an obviously very quiet year. Everybody was left to their own devices through April, May & June cars were polished, rebuilt and fettled. At the suggestion of a low key run out and an open air socially distanced picnic I was rather bowled over with the response.

Meeting in Tescos in Gloucester a very pleasant run round the Forest of Dean taking in Chepstow, Tintern, and finally on for a picnic in the trees at Symonds Yet. This made for a really great day out, with some spectacular scenery and welcome banter at the end.

A couple of weeks later, we met the other side of

Gloucester at Brockworth Tescos and had a very pleasant (equally well attended) buzz across the Cotswolds stopping on Rodborough Common to make the Ice Cream Van Man's day, well it is locally made and very important to put money back into the economy. Re-grouping we were off to Oaksley Airfield - A privately run air field that had offered to welcome us for the day for a picnic. How great were those planes and automobiles, really nice people, lovely story and a fantastic picnic - well my picnic was. Weather was superb a really great mix of Triumphs and people with all the kids out (6) that's the young blood not the big kids. So fabulous to see everybody together - apart!

We have also managed our Monthly meet at the Aviator, with a few conversations with the pub, thanks to the glorious weather we were able to meet in there rather ample beer garden and have a good catch up. Some of the group are so loud that keeping 2 metres apart is not a problem they can still be heard! We can be quite a big group at times so safe distancing has made us take up even more space.

Bourton on the Water is a favourite of ours for a Fish n Chip run, so we managed to pop over there one Wednesday at the beginning of August 9 Triumphs & the occupants all enjoyed a wander around Bourton and sampled the great British take away.

After a couple of weeks off to fix and adjust the trusty steeds, the next jaunt was planned. A big whizz around Herefordshire, touring through some beautiful villages stopping just once for the inevitable comfort break, and then on to Arthur's Stone for another Socially Distanced Picnic. An English Heritage site of stones marking a chambered tomb dating way back before Triumphs, on top of a hill in Herefordshire overlooking the Golden Valley, the Wye Valley & Herefordshire was the perfect stop off for our picnic. Parking was somewhat tight, but we all managed it well.

We have a little run out into Wales planned soon and then we will be back to the drawing board fitting something in that the active members would like to do within the Government guidelines of the current times.

All arrangements have recently been sent out by email, so if you want to receive details and you haven't had them please email me at j.rowley269@btinternet.com and I can add you to the mailing list.

Follow us on our Facebook Group "[Gloucester Area Triumph Sports Six Club](#)" or follow us on Twitter '[Triumph Sports Six Club - Gloucester Area](#)'



Gloucester - Isle of Wight West Kent - Lancashire

Gloucester Continues

or check out our website:

www.gloucestertriumphsportssixclub.co.uk

All of these are regularly updated.

We are so lucky to have all these amazing routes, places to drive through and to share the experiences with each other, please join us or get in touch and come along on the next run out.

See you out there soon in your Triumph

Jane

Isle of Wight

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Hello strangers. What odd times we are living in. Now that we can meet up in a socially distanced way, we thought we might try and have some drives out for pizza or fish and chips or even meet up for a picnic. We will email and put details



on Facebook, we are missing you all.

Elaine, Tracy and David and Anna in their MG took a drive out along the coast which was lovely, always good to blow the cobwebs away.

We are sure you have been working on your

cars during lockdown so thought we would float a 'swap your car bits' idea, perhaps you can post on our FB page if you need anything or have stuff going spare.

We look forward to seeing you all soon.

Tracy and Elaine

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

By 8th of each month - Thank you

West Kent

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Well that wasn't too bad. First meet at the White Hart and a great turnout. 2 TR4 1 TR6 and half a dozen Herald/Vitesse/Spitfires, and 1 Sprint. Pete's Vitesse back after serious restoration, and what a show car. Great to see Andrews and Kents TR4's in the side car park. Phil was on great valuation duties so a busy evening. White Hart was much better than expected, although the car park was full so not sure if this is a permanent move, but we are there in Aug. Had a non-member in the car park, who came down on spec, and decided to join asap. So were torn now, White Hart or Vauxhall Inn. What we need to think is, when we can't be in the glorious beer garden, which one works inside !!

Wednesday saw us at the Bodiam Castle. Outside in the lean-to great night 6 of us with 3 apologies for absence, but they shocked us by closing at 9. Still mooched off at 9.30, then the fun. A21 closed. A2100 closed. So half way round Kent and home 2 hours later. Mind, hood down, warm breeze and Spitfire running so smooth now, didn't matter. So Aug 25th White Hart, 26th Bodiam. And there is Edenbridge and Duxford coming up in Sep.

Take Care.

Colin.

Lancashire

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Well, after a very long wait we held an outdoor meeting at the end of July, usually there is only around 6 of us, but I guess as a response to the recent 'abstinence' 24 people turned up so I wasn't totally sure if we were within the guidelines that were in force at that time!!!, but we did spread ourselves out in the carpark. Along with our bunch, five members joined us from the Pendle & Pennine branch of Club Triumph. All in all a very pleasant evening with a good showing of vehicles to wander



M25 East

around (at a distance).

Members are completing jobs on their cars.....

Andy Mc has repaired some rust on his GT6 and is waiting for paint.

Maria has been trying to solve her overheating issue on her GT6.....work in progress.

Colin's Spit had a breakdown which he's getting to the bottom of, just need to set the carbs now.

Andy S has resprayed his Spit-6.

Sid has plenty on his 'to-do-list' but is getting through it.

Graham is steaming along with his Herald estate restoration.

Dennis has chopped the rot and repaired his Vitesse floorpan.

And I'm 'still' plodding along with the Vitesse estate, it's now painted !!!!

So the upside of to the Covid restrictions is that we seem to have more time to work on our cars.

See you

Kevin

M25 East

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Hi all, welcome to my ramblings for September. Well, guess what - I've only blooming well got something to report on. After all the disappointments of cancellations of all of our summer shows we finally managed to get out. Not just out, but out out ha ha. As soon as we heard that campsites were to be reopened we took no time in booking an Area Weekend Away.

And so, on the last weekend in July 20 of us descended on a very large campsite in East Sussex. 3 Dandy's went down on the Thursday to claim a big plot for the rest, who arrived throughout Friday. A few of the gang had problems with their journeys - Brian had wiring issues and actually melted some under the dash. Jacob and Kathy came to the rescue and helped him sort it out, even towing the GT6 and Mac with their Herald Estate!!

Paul and Lesley had issues with their Spit, stopping a few times. Although one time was at a pub so I'm



not sure whether it was all a ruse ha ha. He did show me his fuel filter with what looked like some sort of alien life form in it, a contributing factor maybe. We were also joined by some members from other areas - Chris Tickner, Maria and Pete. Hope you enjoyed yourselves. Anyway, by late afternoon and after all the troublesome issues everyone made it. We set ourselves out in a big circle with a large area in the middle for BBQ's and socialising - always observing the current social distancing rules.

Friday was spent mainly greeting people with virtual kisses and handshakes as they turned up. And then on Friday evening it was time for BBQ, drinks and nibbles....and my fiendish quiz. The quiz went down well with all and there was some funny prizes for the winners - you'll have to ask one of us about those as they're a bit naughty for a family publication ha ha. Luckily enough, on the Saturday our visit coincided with a small steam show about 18 miles away that was actually on.

The show organisers welcomed us with open arms, I think our collection of cars doubled the classic car turnout. We were joined by Phil Wilson and his extended family in their Stag. Great to see you out and about again ol' chap and also Dave and Karen who were camping nearby. It was so nice just to be out again enjoying car show tea, a picnic and most importantly our first car show ice cream this year. To keep things simple and to avoid queues which are now the norm at takeaways, we were self sufficient and so had another BBQ Saturday.

Although some of the gang spotted a chip shop by chance on the way home. The entertainment for Saturday evening was 'Feely Bags', a well known TSSC camping game. Well done to Donna for making all the bags. It was proper difficult filling them with cunning objects. Due to the strange times we are living in hand sanitiser was given out before and after the feely bags were passed around. Paul and Lesley were the eventual winners after a few tie breaker questions.

Chris Tickner supplied the Saturday night quiz which was heavily Triumph based - Myself and Donna won that one and a bottle of Bucks Fizz was the prize. Thanks for that Chris. Unusually for a campsite they let campers have fires straight on the grass. A truck came round each evening selling logs and you just had your fire where you wanted it. So



M25 east Manchester

M25 east Continues

then, that was it, Sunday morning came round too quickly and it was time to pack up - this time though everyone had a decent journey home, even the Dartford Tunnel was clear. A fantastic weekend was had by all with glorious weather and I hope it's not too long before we do it again.

After hearing all the tales of woe from peeps having issues with their cars I was feeling pretty lucky that our Herald's been running ok. That was until it decided to start weeping fuel out of the fuel pump and stinking out the garage, causing much worry to our new next door neighbours...oops. That was soon fixed and then on the test drive the overdrive stopped working. It's that ***** gearstick switch again. So, now I have taken the plunge and I'm replacing it with the Vitesse style column switch. It looks like a more reliable system. Phil Wilson has just taken delivery of the trunnion less front suspension for his Herald, something that I've been thinking of doing. We will anxiously await his report on what it's like. That's all folks - be seeing you -

John

**September Events - Sunday 6th - Capel Manor
Classic Car Show**

Sunday 13th - Edenbridge Classic Car Show

Manchester

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www.tssc.org.uk

FB. www.facebook.com/groups/tsscmanchesterarea

Tel. 07954 784342

Hi all hope you are all keeping safe and well. Still strange times and very difficult to try to plan anything, great to see other areas arranging things but for us just when lockdown measures started to be relaxed across the country, Manchester and some other areas had them reintroduced, guidelines confusing so still probably best not to gather in numbers for the present.

Unfortunate as some of our members live on the edges of the Manchester area and are not affected by the new lockdown measures.

Will have to see what the next few months hold...

Members cars update:

Paul's Spitfire 1500 restoration is nearing completion, repainted body on, wiring done, engine, gear-box and ancillaries in, got carbs back from having new throttle spindle bearings fitted and reamed,

brake and clutch pipes fitted all clocks and lights working just speedo to checked and had it moving under it's own power on the drive, hecwas aming ti get it on the road by next year but think through his hard work it will be this year, congratulation Paul. Geoff's GT6 required a new chassis which he has now sourced and will keep him busy over the next few..... months. Gary's Sixfire has had fuel leaking from its carbs and been an ongoing issue, so he's going to revert back to stock from SUs to Strombergs to see if that solves the issue. On my Spitfire 1500 I've resprayed the rear end, re-furbished the fuel tank and sealed it inside with POR15 tank sealer, re-fitted rear lights bumper and trim. Had



to take drivers door back to bear metal as there was just too many layers of paint on there causing cracking issues. Ordered a new soft top from Don's Trimming, really cheap 177 inc delivery, way cheaper than anywhere else I could find, 4 week lead time but that's ok just hope it's ok, tried repairing my old one with new clear PVC but didnt work out (hey ho gotta try these things)



We are in the process of changing our monthly area meeting venue for when we are finally allowed to get together in numbers again, but in the meantime and as throughout lockdown will hold meetings virtually via the Zoom chatroom app, if any members need advice on joining in please contact me so I can run through it with you. Meeting venue to be advised later.

For news and updates please check out our Facebook page TSSC Manchester Area Thats all from me, you all take care.

Cheers

Mark

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



Newbury

Newbury

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Hi everyone and thank you for all the news you have been sending me. I drove the TR7 out to Easton and Lee Moss with the last of the bits for the GT6, they assured me that work is underway. On the way back I called in on Robinson Crusoe and his girl Friday AKA Roy and Helena. We enjoyed a shandy and a chat in the back garden and I photographed the new grill Photo 1 for the Midge that is under construction. Over to Roy -

The radiator surround is still in progress but then what's the hurry! The shell is 1mm mild steel and made up of 11 pre-formed pieces butt welded together with a MIG. Next jobs are to spot weld in the fixings for the stainless steel mesh grill and the jogged strip at the rear of the surround to support the bonnet panels. This strip needs a joggle of around 3 mm to accommodate a rubber strip and the panel thickness. The jogger tool will be based around a steel hinge, two blocks of mild steel and operated in a metal working vice.

Why am I doing this, you tell me! Bought this stainless steel mesh at a show so had to use it! With the new surround I am hoping to be able to split the bonnet side panels in two with standard screw fixing on the lower half and then hinge the upper half to the bonnet top so it will lift and fold. This should allow me the opportunity to make space for pancake air filters when the new upper panels are made something I've been hoping to do for ages. This will make access to the oily bits much easier. Next up is Steve who is having great fun with his new toy -

Not much to report, still using the Vitesse as much as I can even risking it on the ultra-hot days. Was hoping that we could start meeting up informally maybe in a pub at some point but it



looks like that is still on hold.

It's the Dolly that's taking up most of my time.

Its up on jacks, wheels off but it's the engine bay Photo 2 that I'm messing with, the inlet manifold and carbs are off, and have been for several weeks waiting for a bypass connector from Rimmers, it finally arrived yesterday.

I have been forced into replacing the original electric fan, I did want to go back to viscous fan but just could get the fan pulley block.

The electric fan I had to choose was a Revotec, Kenlow doesn't seem to exist anymore, and Revotec doesn't make any fixings for the Dolly so had to make my own up!!

The more you do with these classic cars you more you find your nightmares becoming more frequent, the person who had this before sprayed the engine bay, including all the wires....so my colour code for all of the loom is now black..

The most frustrating thing was the water bottle, Rimmers again, went for the replacement version seemed ok on the web, was in the Dolomite section. The thing didn't fit!! and never would...won't tell you what I said **!%XX

I have halogen lights in the beast but no relays, so that's another job to do - I have decided to incorporate the relays and fuse box into one and am half way through that

The parcel shelf is out, as it was falling out of its own accord, as is my way.. do a bit of this and a bit of that get every tool out I possess and make a thorough mess keeps me happy though

Now over to Phil -

I had a call from from a bride who was getting married on Saturday the 1st August in Swindon. The bride was to arrive in a very pretty cream coloured VW camper van and she wanted to surprise the groom with a ride in an open top Triumph.

The day was a perfect dry sunny day and the drive from Thatcham to Swindon was very pleasant along the quiet B4000 via Baydon. Much nicer than the M4. I arrived at the grooms house just as the photographer was arranging family pictures on the front drive. They were all very surprised and pleased when I turned up in my car.

The drive to the registry office was only 6 miles and every time we stopped passers by waved and



Newbury Continues

wished the groom well. The photographer caught us up and managed to get some shots as we were driving. Photo 3.

The Triumph connection was that the grooms father had once worked at the Triumph factory and bought a new Triumph Herald with staff discount. His last job at Triumph was fitting windscreens on TR7,s. When Triumph closed he moved to Swindon and worked at Honda.

Now over to Dave and Mary - My TR7 passed it's MOT OK with no advisories, it was the first time I have driven it this year and was very enjoyable. Mary and I have been very successful in growing veg Photo 4, this year and are getting exercise by walking around the local countryside.

As for me I completed my half marathon run for Newbury Cancer Care in 2 hours 26 minutes on my 70th birthday 20th July 2020. Not bad for an old timer. Conditions were perfect, lots of support along the route and a large crowd at the finish 'Josies bench' Thatcham Discovery centre. You may have seen my story in the NWN or on Kennetradio.com. On Tuesday 11th August I will be having my head shaved for Thatcham Cancer Support Group. Thank you to those who supported me we have raised over £3,000 for Newbury Cancer Care and we are on target for £500 to Thatcham cancer support group.

Shows - Shalbourne 30th August 2020 limited to 150 cars, must book.

Keep um rolling and the news feeds.



ing in for those of you with convertibles and for those who prefer saloons I hope your window winders work as they should .

There have been So many hot sunny days and rain just a distant memory, how lucky we are to live in such a dry part of the country.

With Covid placing restrictions on indoor meets we have been taking full advantage of the weather and have replaced static meetings for runs where we can maintain a social distance but still get together at the end of the run to discuss anything Triumph. For the first outside meet since lockdown we had a nice drive through some South Norfolk countryside and even dipped into Suffolk before we eventually arrived at Goleston seafront and got the chairs

out for a natter and a cup of tea. Thanks for a great turnout everybody and special thanks to Toby Cowper who travelled all the way from Kings Lynn in the Hurricane that he now affectionately calls the 'death trap'. There was a nice line up of Triumphs at the end with Vitesse's outnumbering all other models. Hopefully the scatter run that was organised for the August run and meet was equally well attended.

For September there will be another Fish and Chip run organised and other local Triumph Clubs will be invited as with the Dunwich run that was held just before lockdown. The run will take place on Sunday 6th September and you will be updated via e-mail. Remember that if you do not wish to receive club updates by email then you need to let myself or Paul & Christina know so that we can take you off the circulation list. Please also remember that you can keep in touch with what we are up to by visiting our TSSC Norfolk Facebook page.

I would like to give huge thanks to Paul and Christina for sharing the responsibilities of TSSC Norfolk AO's as they have injected much needed enthusiasm to the area. It was a dismal evening when the area was wound up by members but several years on we are still a going concern and indeed seem to be thriving even in these difficult times.

You never know after the September Run we might even manage to squeeze a run in for the October



Malc

Norfolk

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e-mail: paultsscnnorfolk@gmail.com

Mike. 07954 784342 /01502 476699

Paul. 07584 000442

Hi everybody I hope that you have been enjoying the fantastic weather that East Anglia has been experiencing and getting plenty of top down motor-



North East Northants

meet before we revert to Zoom once again in November.

Enjoy the wonderful weather everybody and remember to do more with your Triumph. See you on the September Fish and Chip Run on Sunday September 6th - TSSC Norfolk would love to see you.

Mike.

North East

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Things are getting back to normal now, we have had 2 area meetings since my last report, we are meeting up at Brian Armstrong's facility in Durham, for the foreseeable future on the first Sunday of the month at 11am, if you need to attend and don't know where it is please contact me directly. our first meet up produced 15 members who brought 8 club cars, Brian arrived in his newest car a Proper pimp mobile a Merc SLK, Andy & Emma turned up in there newest addition to there fleet is a Black Range Rover 4.2 complete with Blacked out windows, we think they have taken on a new direction in life as Drug Dealers !!!!!. its a bit of a thirsty beast though. after our meet up some of us took off for a short run up towards Derwent reservoir a nice 50 mile run around to end the day

It was nice to see some all of the familiar faces and cars together again.

Steve Edmund's top tip---- make sure your clutch is working correctly before replacing all the interior trim after bleeding the clutch, it can save a lot of time stripping it out again.

At our next meeting which was on the 2nd August again we had a good turnout of cars

Brian's Stag made its appearance after fitting all new suspension bushes during the lock down, Greg and Pauline arrived in there Scimitar GTC which has only just passed its mot after a long time being off the road, they just need to crack on with the Herald now. it rained a little that day so we had to retire indoors where we tried to social distance the best we could with 17 members attending.

We have planned a run out for the following week-end as the weather looks agreeable, more news on that next month.



Some small car shows are starting to appear now, so September may be a better month to get out there.

Stay safe and we hope to see more of you soon

Geoff

Northants

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Hi all. You may have noticed I've been a bit quiet on the Area Report front recently but with nothing going on on with car shows and camping there had been little to write about. As we move forward there is hope on the horizon for those of us who like to get out and about. Earls Barton Car and Bike meet is back on with advance ticket sales only and Sywell Classic Pistons and Props is currently going ahead with camping for those displaying cars and traders. The NEC Classic Car Show is also planned to take place although I have heard a rumour that there will be a one way system. London Classic Car Show are organising a movie drive in at Bicester Heritage unfortunately this seems to coincide with Pistons and Props. I am considering a drive out in the near future time permitting since I have a list of jobs as long as your arm around the house. If someone fancies organising a run maybe to a chip shop so we can still "maintain social distance" it would be really helpful as it looks as if having our meetings in a pub may still be a little way off.

I have been in contact with Silverstone Classic with regard to a parade lap to celebrate 100 years since the birth of Giovanni Michelotti, as you may know he was very influential not only with our cars but many other Marques and if we can get agreement we can hopefully get other clubs involved also.

I have seen one or two of you over the last few months but I'm looking forward to getting together as a group as soon as we are allowed.

Cheers

Nigel

Northern Ireland

Northern Ireland

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Another month with thankfully something to write about, despite Covid19 still being in the midst of our land. Sat 18th July saw us meeting up at The Elk Inn, Toome for our briefing and run details. While this was going on Alan (H) took the opportunity to make a few alterations to his heating system for Maureen and, of course, the Herald. Not as many this month, six cars, as Heather and I, in the roof down TR6, were joined by Simon in his Spitfire, Alan and Pam in their trusty Vitesse, Eric in the gleaming



Herald and, last but not least, Edgar and Joan in the MG - again.

A relatively straight forward run from the Inn onto the Aughrim road bringing us swiftly to the Magherafelt bypass then to take the Megargy and Roshure roads that really, in the end up, brought us to the A29, the main road between Moneymore and Desertmartin. Using the narrow Curr road to cross it and then basically using the Longfield and Gortahurk roads, on this occasion, we made good time over the hills to join the B40 as it headed towards Draperstown, being careful the whole time to keep Slieve Gullion on our left as our main point of reference. A short toilet stop in Draperstown then saw us heading along the B47 towards the Glenelly Valley using the Owenreagh road. A variation this time at the village of Sperrin as, instead to carrying on to Cranagh, we took a left on to the Corramore road that then gave us a splendid view of the Glenelly valley and Sawel and Dart mountains on the far side. Not to be outdone we had Quiggy hill, Clogherny top and Mullaghbolig on our own side of the river before we came to Barnes Gap.



Not wishing to use the gap this year we descended towards the river and used a road, I have no idea the name of, although quite long, that brought us to the main road between Plumbridge and Gortin, the B48. Thankfully, I was able to keep Craignamaddy on my left to keep me in the right direction. A reasonably sharp drive along this brought us to Gortin and then onwards to the Gortin Glen forest park for our lunch and toilet stop. A leisurely picnic in the car park area gave us some time for a walk there although that was the time it wished to rain. At least we then saw the variation of hoods in use, from those fitted as standard and those



home-made. Some people though preferred to keep their own seat dry but maybe not that of their passenger. No names mentioned here - Alan!

After lunch we had a scenic drive throughout the forest with some genuinely nice views, one of them being Mullaghcarn, the most southerly peak in the Sperrins. Some had been in the park before but never on this route - well worth a future visit. Leaving the park, we headed towards Omagh and then left onto the Rylagh road taking us towards Mountfield and then Greencastle. A bit of a detour, missing out Greencastle, brought us to the A505, Killyclogher road, as Simon had to get Edgar's phone set up for internet working and this was the only available area with a signal. Exceedingly difficult with passing traffic and no available passwords - well done Simon - now all sorted - hopefully! Back on the road again saw us going inland from An Greagan to join our planned route along the aptly named Blackbog road to Orritor and then to Cookstown. Parting of the ways here as Edgar left for the Dungannon area and Eric to Portrush with the rest of us heading back to Toome via Coagh, Ballinderry and Ballyronan to disperse in the middle of the village. A good day by all accounts and the weather not too bad, except for lunchtime, naturally. Bit of an update from Brian (S) and his Spitfire. As you may not know it was taken off the road in 1976 after it was "stored" in a barn with a stream running through it! Of course, it was retired due to corrosion with the driver's side and the floor rotten as well. With the Spitfire's passenger side wheel arch repairs completed to a satisfactory stage Ciara "Muscles" Spurle, not my expression I hasten to add, helped him turn the bonnet round so that he could make a start on the driver's side, making some rea-



Northern Ireland

sonable progress while, of course, listening to the cricket. He has cut out most of the rot now and will start welding new metal next time he's in the garage, although with the England results recently (Aug) the cricket might take priority. North Coast Run. When Sat 8th Aug came, I asked myself was this the Peter Mann's run! I couldn't believe it when the day arrived. The sun was blazing as we all met at Carrickfergus Castle and this brought a good turnout of cars.



We had the Three Amigos together once again, all three Alans, (good to see Alan (For) back), ourselves, Peter and then Colin, this time in SAL, after her recent MOT success. I included Colin's GT6 in the photographs so that my son, Nicholas, can see what a moving red GT6 looks like! A quick run along the coast brought us to Eden before we headed inland and up the Beltoy to the Ballyhone road. This is the type of road Alan (F) and the late Norman (E) like - narrow, with grass up the middle to clean the sump and in the form of a tunnel of trees. Enjoyable this time without the previous rain it then, keeping Gleno to our far left, required a climb up to the Browndod before we dropped down the other side to the A8 to drive through Milbrook so bringing us to Cairncastle. A sharp left here on to the Ballycoose and Feystown roads gave us a great view behind to the coast and further up the hill there appeared to be at least two sets of film crews in the area. I wonder what we will be seeing this time from the Cairncastle area! A nice steady run along the side of Scawt hill for about six miles brought us down to our picnic stop at Glenarm marina. Busy here with a collection of motor homes, as well as ourselves. Quite an interest in our cars and Alan (For) even met an old school chum from many, many years ago.



Now joined by Simon in the Spitfire after an earlier delay in Ballymena. Picnic and on our way again keeping to the coast road through Carnlough and a busy junction at Waterfoot and then on to Cushen-

dall. Through here and straight up the Ballybrack hill area that gave us great views of Glenballyearmon and Glenann to our left as we drove through Glencorp for another stop in Cushendun. Bit of traffic duty here, old habits die hard, as we gathered up again to make our way along Torr road to Runabay and Torr Heads. Lovely run this as well, although I'm glad we went uphill rather than



down. A few smelling clutches and pink engines, and that was only in the TR6!

I think I'll take Peters advice and move to the higher-octane fuel for future runs! Slow moving modern cars didn't help at times though. Back to normal driving brought us to the A2 at Ballyvoy and then on to Ballycastle for a little retail therapy for some of the crews and a rest for others. Break over and the parting of the ways for some as the Three Amigos and Alan (For) made their own way home and the rest of us continued the run from Ballycastle to Armoy via Glentaisie and then taking the Coolkeeran road to Magherahoney, with Orra Head and Slieveanorra above us, then on to Clough before then travelling through Craigwarren to our tried and tested tea stop at The Countryman at Ballymena. A good run from Peter and Nathan helped, of course, by the fine weather and those that turned up.

By the time you read this the Antrim Hills run, in the capable hands of Alan and Maureen, will be over, further details in next months Courier.

At this moment in time there will be no further Area Meetings as I don't believe that there is an appetite for them yet. If you wish to raise/discuss any matter, please feel free to get in touch with me.

Sat Sept 5th - Area Run - Mournes - (Alan F) - details later. The Area Run to the Ulster Aviation Club, Lisburn is cancelled due to Covid19 - hopefully early in 2021. Clearly, I will keep you posted and up to date as to how matters progress as time goes by. Until we meet again, keep safe and in touch with each other.

Douglas.

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

By 8th of each month - Thank you



Oxford Peterborough

Oxford

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Tom got his Scimitar shortlisted for Auto finesse. We look forward to hearing how it went. Tom also joined the Silverstone social outing to Turweston aerodrome. Unfortunately I couldn't make it for some reason which I now forget. Some photos.



One members addition to the family.



Tom's Scimitar at the Silverstone social. I think I recognise the GT6 too.

And a Triumph out on the road. Well done, Oxford area august. Hot and sunny but TR7 battery was as flat as a pancake because of underuse!



Anyway I have bought a tractor to go with my chicken.

Nick

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A Tale of Two Bubbles

In these unprecedented times the mere mention of the word 'bubble' conjures up images of small family groups that are now allowed to meet together,

whilst adhering to strict social distancing rules. The new 'normal' is designed to help prevent the continued spread of Covid 19 but it does at least allow families to once again meet, albeit in 'bubbles',



which is a major step forward from the isolation we all endured during the early days of 'lockdown'.

But it hasn't always been like this, indeed I was reminded just the other day when a 'Facebook Memory' popped up, that 'bubbles' used to be very different. Yes, this time last year a group of us from the Peterborough area of the TSSC set off on a lovely day trip adventure to visit the Bubble Car Museum at Langrick near Boston.

Just over a dozen members and friends took a leisurely drive through the Fens, then had a fascinating tour of the museum before enjoying the biggest Ploughman's lunch I think I have ever seen in the museum cafe! We then set off for Holbeach where we visited the Laddies Ice Cream Factory and topped up with a scoop or three of their excellent ice creams. Happy days indeed, and as I remember the forecast rain even held off until we set off for home - perfect!

Sadly, these events can currently not take place as I was once again reminded just this morning. This time my phone advised me (we are all so dependent on electronic devices to remind us of things these days aren't we?), that today, Sunday 9th August, should have been our area trip out to Heckington Mill in the Lincolnshire Fens.

Heckington Mill is the only working 8-sailed windmill in the world and still produces flour as it has for nearly 200 years. It also has its own bak-





Scotland Central

ery and brewery on site and would have made a wonderful trip. Hopefully we can reinstate this excursion for the summer of 2021 when with luck we can all get out and about again.

We all tend to take these things for granted until they are taken away from us and I think we have probably all learnt from our recent experiences, to appreciate how lucky we have been, and will be again I am sure, to enjoy our freedom.

I for one will be trying to make much more of my Vitesse once I have it running reliably again. I must confess that I have been working of late on my 1967 VW Beetle, but it has helped to reboot my enthusiasm and the Vitesse will definitely be next for attention. Watch this space!

What work have you all been undertaking on your classic cars during lockdown? It would be really nice to hear from some of you. Doug and I were only saying during one of our regular monthly conversations, that the entire group has gone very quiet. I am sure some of you have been working on your cars and I'm equally sure that others would like you to share your progress with the group. Drop a line to Doug, Charlie or myself and we'll incorporate your progress into one of these reports.

In the meantime, stay safe and healthy and here's to meeting up sometime soon!

All the best

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August's Meet Night never took place just as the past several months meetings never took place either. When will we be able to start the meets again in the fashion that we have been so used to? I am not sure any of us have the answer to that one in-

cluding Nicola, I feel we are in the balance on what way things will go regarding the Covid pandemic, we will either level or get worse in Scotland, it will be a wait and see situation, however in the meantime I hope everyone is staying safe.

Many of the area members did meet in July on a nice and sunny Sunday morning at Lomond Shores. Many cars started off from the Harvester Hillington in various car brands and types, ranging from the trusted Triumph to the tempting Tesla, the spacious VW Camper and the nifty Kit car. We did not have too long a drive up the M8 before we were arriving at one of the Lomond Shore car parks where Bob Stewart had reserved spaces for us and done a grand job of directing us in. the sun was in full glory for us on the morning and we all had some great catchup chat after not seeing each other in such a long time. Myself and Ian were there to show off our freshly painted SpitFord bonnets that we both had replaced, mimes was replaced due to tin worm and Ian's was replaced due to a rockface. It was not all fun and frolics as a few members took advantage of the meet and had valuations done. Most of the shops were open and a good few stall were scattered outside the shops, I purchased a couple of jars of honey from one stall and I can confirm it is the best natural honey I have ever tasted, it is delicious. Everyone appeared to have a good time and enjoyed meeting up with each other, we all made our way home at different times as the day progressed.

A run has been organised to the 3 Forth Bridges on the 16th of August and this will have come and gone by the time the Courier drops through your door. With all the events that have been cancelled, locally, nationally and internationally any road trips that are organised are a warm welcome.

The main piece of news that I have for the area report is me deciding not to continue as an Area Organiser, most people are well aware of this but I would like to try and offer a bit of an explanation. It has been an exceptionally challenging year for everyone due to the turmoil that Covid has caused in this unprecedented time. A year ago, none of us could have predicted what this year would have brought and even our wildest guess could not have thought we would have been in this situation. In addition I have lost 2 siblings this year plus my wee dog, I am not looking for sympathy but merely trying to explain one of my reasons for withdrawing as an Area Organiser, it is taking time to adjust and I am aware that my tolerance of some people has somewhat dropped and I have found myself from time to time being a bit shorter with people than



Scotland Central Somerset - Southern

Scotland Continues

normal. This is unfair on members as everyone has been absolute and I am the one who has changed. Therefore, I offer an apology to anyone I have been sharp or unreasonable with over the past several months. Despite not continuing as an area Organiser at this time, I am not ruling out that I may throw my hat into the ring in the future. Colin, Jaqui and Mark are a strong threesome to keep taking the area forward.

On a positive note over the past few years the area has gone from strength to strength and that is down to every member for making the area such a success. As an area we have won several trophies at a few of the Scottish Rally's, TSSC Area of the Year and the Cudmore Trophy for the most used Triumph. We have seen a massive increase in the variety of area activities, several new Rally's added to the calendar along with film nights, museum, bus garage and fire station visits and many more activities including the breakfast meets. In fact, sometimes we have too many events in the heart of the summer months, and let's not forget our fantastic Facebook page.

Despite my resignation it does not affect my involvement with the area, it just means that I will not be doing any official work for the area but I will still be involved whenever I can as a member. I would like to thank everyone who has given me their support over the past few years. I am sure you will all miss my fantastic sense of humour that you have found in these reports, I can see you smirking already behind this Courier.

Signing off for the foreseeable future
Michael

September's Meets: IMPORTANT - All MEETINGS ARE CANCELLED UNTIL FURTHER NOTICE

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

www.facebook.com/groups/TSSCScotland/

Somerset

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Well, as I write this we are looking forward to another Zoom meeting as we remain unable to safely meet up in the real world. On a positive note it does mean that we can all sit at our screens with a suitable beverage in hand as none of us have to drive

to the meeting. A few of us did manage to get together on an ad hoc basis for some local drives in our vehicles, socially distanced of course. Seeing photos of some of those occasions was great! A touch of semi normality and a chance to show off some brilliant examples of our marque. Stephen has done a great job with the facelift to his 'new' Spitfire. We organised a drive at the start of the month from Greylake to Ebor Gorge and it was a welcome opportunity to see other cars out and about, especially as it coincided with a glorious heatwave. Keep an eye on your email inbox as we hope to organise at least one more drive in September.

Turning to our cars, Maggie's Mk 3 Spitfire passed an MOT for the first time in over 34 years in July, although it promptly needed to have all the core plugs replaced. That was an oversight when the engine was rebuilt and perhaps a reminder to others. Harry has been playing with his Mk3 Spitfire, cutting away some of the dreaded tin worm in the sill and welding a new section in. He looks to have done a great job - and was delighted to find far more good steel than expected. If you are due to renew the valuation of your car please don't let it slip. That £15 spent on the valuation is your guarantee that you will be supported by the club in obtaining the correct pay out in the (hopefully very unlikely) event that you need to make a claim.

As I write we are hoping that face to face valuations will shortly resume, but you can, of course, always send photos, a cheque for £15 and a completed form to Bern at HQ. Full details on the TSSC website. The valuation lasts for 2 years so represents excellent value. The only event on the calendar at this point in time is the Somerset Festival of Transport that is due to take place at the Frome Cheese Show ground on 26th and 27th September. Full details can be found at <https://www.somersetfestivalof-transport.co.uk/> let's hope that this show, at least, will be able to go ahead.

Please take care of yourselves.

Maggie and Harry.

Southern

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Hi All, just an update on our area situation. As yet we have had no word on whether the Stars would or could accommodate us for our meetings. That



North Staffs

said due to spikes in covid 19 it is safe to say we will stay away . Also , as the evenings draw in and get a little chillier it would be unreasonable to have people sat outside for any length of time. Stay tuned to Paul's "keep and share " notifications.

On a brighter side I have stumbled across a show that is going ahead . It is the Somerset Festival of Transport held at Frome. It is a two day show and free to enter . Dave Moore and myself are planning a recce on the show for one day and if any good may well do it again next year for the two days. It is on the 26th and 27th September. I believe the cut off for entries is the 8th of September.

I do have downloads of the forms.

Next year the club is holding a joint show with the TTR at Malvern on the 6th of June 2021, unfortunately I won't be able to go as my daughter is getting married that weekend , but in 2022 the show is reverting to Stafford Show Ground in August .



Whilst we have not had anywhere to show our cars I have been hard at work on both of my Vitesse's . The green saloon has had it's suspension re-bushed , new shocks and springs, new callipers and drop links. The wishbones have been blasted and powder coated. The rear brakes and inerds have been replaced and painted.

Dave Moore has rebuilt my carbs for me with a kit from Andrew Turner, but the best upgrade has been the installation of a pair of red leather MGtf seats, so comfy and the colour match with Triumph Matorador red is spot on. The only downside to them is the embossed MG logo on the headrest .

I spent a couple of days down the body shop working on RFC , my MK2 convertible. We were lining up the body, doors and bonnet. The body has been mounted on pads from Bill Davies, they are as near

to the originals as you can get at the moment and a lot better than the rubber mounting pads supplied with the kits at the moment .

When we had finished on the second day I was pleased that we had got the gaps to between five and six millimetres and the car was looking straight.

A few little niggles around the doors have since been sorted and the next major work will be the re-building of the bonnet.

Dave has also been busy on his MK3 GT6. The bonnet had a few little dints and the wheel arches needed a touch up to get them up to standard. It now looks the business

Well that's all for now folks.

Stay safe.

Mark

North Staffs

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Hi Folks. We are back with meetings, well sort of, a few of us met up at Aston marina in early July on Sunday morning, then at the end of July we had a better turn out at Amerton farm again on Sunday morning and with decent weather, we stayed and



had lunch outside which was great to see one another after four months of lockdown.

We thought we were in luck as one of the three-day shows was rearranged for the beginning of September, An email was sent out to everyone so bookings could be made, only to find that due to all the government requirements the organisers had to cancel the event as they would need lots of volunteers to help keep to the rules.

All is not yet lost two events are currently still on the cards to take place, with tickets booked we wait and hope that they too are not cancelled, they are Classic Shows at Capesthorpe Hall and Statfold Road & Rail Festival.

On the car, I discovered that the door handle and lock mechanism were not the same as my new handles, the door frame I'm repairing must be from



North Staffs Suffolk - East Sussex

North Staffs Continues

an earlier model so I'm glad I discovered this before fitting the new door skin, making it easier to change.

The long lost windscreen wiper motor is now back on the car the door skin needs a small piece making up to bridge the gap at the top of the door edge where the window fits, and when I find a second hinge I will try and hang the door to see if any twisting is required so it lines up with the rear wing, I'm pinning my hopes on a wing & prayer to everything above.

By the time you read this, I believe we will be able to meet at the normal venue which has now extended its outside seating area will keep you updated.

Keep staying Safe

Dave

Suffolk

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Not a bad turnout for the August meeting. The Sorrel Horse was really busy when we turned up, thanks to the Eat Out to Help Out promotion, but their extensive garden meant there was loads of space. We had 6 Triumph in total, Spitfire 4, 1500 Dolomite, Vitesse, GT6 convertible, Herald Estate and a Stag, so no duplicates.

Mike is currently doing an engine and gearbox swap on his Herald Estate. What started out as a supposedly simple job to remove the head, turned out to be a completed nightmare as he couldn't get it off. Despite removing the engine from the car and hanging it by the head, with everything removed of course, there was no budging it. So he's taken this as an opportunity to replace it with a Spitfire 1500 engine and overdrive gearbox. As Mike's car is used very regularly for some long journeys, this seems a sensible upgrade and should make for effortless cruising next time he heads up to Scotland.

His tale of failed head removal is particularly timely for me at the moment, as I'm about to remove mine from the 2000 Estate. It's been feeling like it's running on 5 and a half cylinders for a while and no amount of valve adjustment would cure it. Finally, I did a compression test which revealed cylinder 5 only has about 50 psi, compared to the others at

around 140. I have had to adjust that cylinder more than the others in the past, so I think valve seat recession has finally reached a point where I need to do something about it, or there's a burnt valve. Either way, the head is coming off, so hopefully more news on that next month.

The other E Reg Herald estate in the Suffolk Area is Jacob's, and he's been acquiring the odd part to tidy it up a bit. A s/h rear tailgate for £40 was an absolute bargain and will replace the existing one which seems to be held together with hope and magic. This one also has a Perspex rear screen in it, so there was talk of adding a racing style sliding hatch to aid ventilation on those particularly stuffy hot days. Which leads me onto the other story, where the Estate came into great use on another area's camping trip. Brian, in Lightning McQueen broke down near Thurrock services when his car got rather hot while stuck in traffic. As Jacob was following, he proceeded to tow Brian, complete with Mac the camping trailer for another 15 minutes down the road. Top work!

Brian has also had some electrical excitement, with one of his Low tension wires causing a small amount of burning in the loom. Coincidentally, this occurred when he was testing his new tow-bar electrics, but was completely unconnected. Thankfully the damage was limited just one wire, which had chafed its way through the insulation and couple be easily replaced without affecting any others. A close call indeed.

I'll finish with some show news. At the time of writing the Glemham Hall car show is still planning to go ahead on the 6th September. I've bought my ticket, so it would be great to support it with a good turnout. Details at <https://classicsglemham.org.uk/>. See you on the 1st September.

Russell

East Sussex

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Hi All. Tonight we had our first meeting since lockdown in March, We were back at our at meeting place the Halfway House, in the garden so social distancing, it was a very enjoyable evening and with good weather and very well attended with several cars in the car park.

I would like to welcome 3 new members, Kim and his wife who has recently bought a Vitesse convert-



West Sussex



ible, Alan who came with John has an 1850 Dolomite and Kevin who has a Mk111 gt6 ,one that he owned several years ago, sold it on then recently



saw it for sale on the internet and decided to buy it back again, welcome to you all and hope to see you on future meetings.

There wasn't much conversation about cars as there as not been any events but it was really nice to see everyone again and catch up.

Next meeting Wed 2nd September
Cheers

Jan

West Sussex

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While we're still waiting for our first formal Area Meeting of the summer, there's still quite a lot of Triumph activity going on in West Sussex.

Barry started his loyal Herald ahead of its MOT, only to find the clutch pedal was stuck. His years of experience allowed him to undertake the necessary diagnostic and remedial work (a quick kick), after which it passed its test, with no advisories, and was rewarded with an oil change.

Dominic had new tyres fitted to his Vitesse (and ended up with a stripped stud for his trouble!) - but at least it gives the chance to



print a picture of his car with its fine discs on show (Pic 1). He also took a frustrating 8 hour round trip to fetch some parts for his Vitesse only to find that they weren't there on his arrival - I'm not sure how much comfort he got from only collecting a rear valance for Nigel's Vitesse

Nigel has now fitted MGF seats to his Vitesse: "it was quite an effort making and adapting some new brackets so I could fix onto the extra set of seat runners I bought off eBay. Angle grinder, drill and couple of welds and the job is all complete, the seats still tilt unlike some so very pleased. The old seats can be re installed in probably around 10-15 mins so I don't feel I've ruined anything using the original floor fixings.



I've also fitted the wind breaker also MGF origin. Thanks to Dominic for lending me his threaded rivet gun to add two small almost invisible fixings for the screen. Just need a good seamstress to run a seam along the cut tonneau cover"

Paul is working on, and learning about, his relatively recently acquired Herald. As with so many Triumphs, it's an interesting story: "I received my Triumph Herald as a gift for my 60th Birthday from my Sister in Law - she had owned it for probably 40 years. It was lovingly restored about 10 years ago . I must admit I felt a bit of a fraud accepting it as a gift as I didn't really know about cars and engines and oily bits - a driver yes but an enthusiastnot really!

The last 3 years since owning it however have been amazing. I've made a point of going to shows and Sunday morning meetings at pubs to tell the car story. I have learnt bits and bobs about the engine and am proud to have kept the car ticking over nicely - thanks to Youtube and friends I undertook a major job for me at the weekend - a fuel pump rebuild to cure a slight leak - and what's more it still goes !!"

Glen has removed the gearbox from his 2.5 Vitesse and has it apart: "3rd gear didn't want to play ball and decided it wanted to drop into neutral every time I took my foot off the accelerator, so something was amiss.

It only took 2 hours to get the gearbox out and another hour to dismantle it. I have done it before though. The culprit was a 95p circlip that had bro-

West Sussex Continues

ken into 3 bits allowing far too much endfloat on 3rd gear.

The mainshaft tip is also worn and a known weak spot, so I am waiting to hear from another TSSC member to see if he has got an up rated box in his extensive s t a s h .



These have a larger bearing between the mainshaft and the input shaft."

Martin still needs to get a rotaflex coupling renewed, but has now had his Vitesse overdrive repaired and a OSR wheel bearing replaced. I was amazed to hear that the one that was removed was possibly the original.

Although I expect others can match Martin's tales of longevity from car parts, I seem to be gradually replacing every moving part of my Spitfire in an attempt to eliminate a wobble and "clacking" noise. Following on from wheel bearings, shock absorbers, bushes and more it was time for an exchange diff. Work completed, I took her out for a run up the A3 to Guildford to celebrate this final piece of the jigsaw being replaced and to enjoy the transformation. There was no change! The "clack" remains - especially when first setting off. One day



Jess's sagas with her 13/60 also continue: "Not content with no longer looking at a speckled bonnet...(which many of our members will miss as it was such a good topic of conversation!!) I move on to the hood replacement saga which is proving testing and protracted but hopefully by the end of August I will have my new pink mohair hood fitted which I bought last year.

While spending quite some time broken down at

the roadside after the second core plug blew (pls don't remind me how rare that it is to have happen!!) I came to the conclusion that my header rail was not repairable as I inspected its sorry state.

So once home thanks to the RAC, I decided to find a new header rail off the internet which I did from Chic Doig. This is now sprayed black in my paint booth/wood shed. I have also had to source rubber seals and an inner metal seal which I hope I have now correctly got.

Also to make this whole event go even better I had the inertia seat belt mounts moved from the highest point of the inner wheel arches (don't ask me why they were put there!!) as they fouled the hood from going down and from sitting flush with the car, the hood always stood up in an unsightly fashion... and the small tonneau would barely go on.

Also the rear seat was collapsing as the rusted springs were at end of life, so I have had a seat foam replacement put into the cover which I hope will work well.

Still loving driving AYP on dry days (due to no hood) and watching my bank balance dwindle - but she's worth it."

Meanwhile, with her Spitfire still in the paint shop getting its complete respray, Paula is finding time between wild camping to really getting into the interior



trim/upholstery work recently reported - not just making seat covers, webbing and other trim, complete strip and repaint of seat frames, Pic 5

Amongst all this work, Joseph seems to simply be doing what we all want to do most - just enjoying his Triumph. He "got the Spitfire out over the weekend and went to a drive in cinema, got lots of attention from the staff and they filmed me going in. Just waiting for them to post the footage!" Pic 6

Finally a word for Roy. Still isolating as I write this, he hasn't even seen his super Herald for four and a half months - although son Alan seems to be keeping it running well. Hopefully we will see them reunited soon.

Our normal monthly meeting venue - the George



Thames North Wales

and Dragon - has reopened, so we hope to have resumed meetings by the time you read this - follow us (@tsscwestsussex) on Facebook, Instagram and Twitter, for the latest news.

Keep safe - on and off the road

John

Thames

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Welcome to the other side. We made it ok, & we hope you are all well. As you may know the area meetings are now back to some sort of normality (at a social distance of course).

Social meetings

9th July at the Fairmile Inn @Cobham.

As this was the first week of the pubs opening it would have been rude not to support them. So, Julie & I had quick enjoyable trip in the Vitesse to the pub to meet up with George B, John P, Chris C, Adam & Karen C. We also had a good turn out of Triumphs those being: - Karen's Mk1 2000 Estate, Chris's Mk3 Spitfire, George's Mk1 Vitesse & my Mk2 Vitesse. News of working progress our Triumphs has been. George's Vitesse has a fresh MOT with no advisories. Chris's Spitfire is in its 50th year, well looked after & still going strongly. It was lovely to see old friends & talk to different faces.

23rd July at the George Inn @ Wraysbury.

This was to be a memorable night in the Vitesse, but all was well going to & during to meeting. Julie & I got to the George Inn ok, & met up with George B, John P, Tony H. We would like to give a big warm welcome to Justin A on his first visit to us in his wonderful looking GT6 Mk3 which he purchased late last year. Other Triumph's were George's Mk1 Vitesse, John's Mk1 Vitesse, Tony Stag, Justin's GT6 Mk3 & our Mk2 Vitesse. Work on our Triumph's has been: - Tony's Stag when in to the body shop to rectify a small rust bubble on the rear wheel arch last year which turned out to be a bit of a nightmare has the body shop found more rust than they & Tony bargained for. The repair work looks amazing & it is very hard to see where the new metal was let in. Since then Tony has re veneered the centre consul & fitted a new glove box lock. The rest of the evening went well catching up with everyone. Our

journey home took a turn for the worst as we came into Stains the rear end of the Vitesse let out a loud clang. After a Quick look & not noticing what had happened, we drove on gently for a while but not far before calling for recovery. This was around 10.30pm we soon got a txt saying they would be with us within the hour or an hour and half. As that time came a new txt, they had been delayed for another hour. They did arrive at 01:30 & because of Covid could not take passengers in the truck. Thankfully my Mum came to rescue Julie & I. Once home with the recovery truck following the Vitesse was reversed off the truck but would not go forward (next day I found the rear spring had snap on top of the rotoflex, which it had destroyed). With help from a (slippy Jim) skid we managed to push the Vitesse on to the drive. It was 3:30 when my head hit the pillow.

The next day once awake I took off the broken end of the spring & drive shaft. Managed to support the top of the hub to the chassis to push the Vitesse in to the garage. So, the shopping list begins.

Our next meeting will be: -

**1st Thursday of the month at The Fairmile Inn
@ Cobham**

**3rd Thursday of the month at The George Inn
@ Wraysbury**

Any enquires please call me on 07773632807.

Mickey & Julie

North Wales

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Hi, folks. As we have said before time goes so quickly and another month has passed us by with more and more events being postponed or cancelled until next year. But we feel that this is the correct thing to do, as surely it's better to miss out this year and make up for it in 2021. We commented on the "summer weather" the other day, as we had a lovely hot May, then some days in June and July were good, but at the time of writing this the temperature is constantly changing and we are having quite a bit of rain. Hardly the long and glorious summer we had expected, mind you it would not have made much difference seeing as events are not taking place.

Back in 2011 we were at a car show in our Spitfire,



North Wales South Wales

North Wales Continues

and a lady told us she had a 1500 Spitfire for sale, so we arranged to view it. The car was complete and tidy, so we bought it and drove it home as a project for grandson Tom. Since then it has lived here and been overhauled over the years, but Tom now has room to have it down with him, so he arranged for a transporter to take the car to Leicestershire where he lives. We all know how spiteful the weather can be and, true enough, it threw it down in the period of Roger meeting the courier, coming back, towing the car out of the shed and getting it loaded (this took the three of us to push it onto the trailer!) Anyway, we have had a telephone call to say that the car has arrived safe and sound, so that's great. We would like to thank Sam Evans for suggesting the use of a transporter, it was a great idea and made it easier all round.

Our M.G. and Triumph group are planning an outside meet at Chester Lakes this weekend (August 8th), so hopefully that will all go to plan and we can have a good catch-up, remaining at a sensible social distance.

Well, that is all for now, just remember that we are always available by telephone or e-mail, and in the meantime look after yourselves, take care and stay safe.

Regards,

Helena and Roger.

South Wales

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At last South Wales Area managed to get a collection of our cars out for what turned out to be a rather short run for our AO's Spit 1500. Seeing as the travel restrictions had been lifted in Wales we were able to organise a run to see if we could meet up and shout at each other from 2 metres distance over the engine noise.

On Saturday 18th July we ventured out with masks a plenty and flasks of hand sanitiser to our first meeting point in 6 months at J33 on the M4. This was chosen as the car park is big enough that we can each park in opposite corners and maintain 200 metres distance just in case one of our cars might

catch a mechanical disease. As it happens as things panned out later in the day my car was already showing signs of an electrical malady involving a dry cough and a backfire.

It was great to see so many old faces from the club after so many months of what seemed like a short sentence at an old offender's institution. Paul Watson and his son Neil were parked up when I arrived in Pauls 1500 Spit and it was not long before others started to arrive. The Monmouth Mafia, John and Mike in the white Acclaim and it was especially



poignant to see Babs and Tim arrive in Gwyn's beloved Dolly. Mike the Cake and Eddie arrived in Mikes modern as his Spit project is still on the drawing board. Tim Williams arrived in his beautiful GT6 roaring away and sounding like a well-tuned aircraft engine. John arrived in his MkIV Spit looking like it had been taken brand new out of its box that morning. Then Graham arrived in his famous red Herald acquired in the last year from a couple called Wesley and Edie Pegden from Holmfirth in Yorkshire. Grahams Herald being the car featured in so many episodes of Last of the Summer Wine of course. Both will fit in well and feel very at home with the membership of TSSC South Wales and will be made very welcome. Bern roared in to the car park having slowed from 70+ on the M4 in his immaculate TR4a. We had planned to head to the Llandow racing circuit near Llantwit Major as there was an amateur saloon race event on all day and an on site Café also George Dawson a friend from Rocket Dog Classics was testing a race prepared Spitfire for a future project for a customer.

We set off with Graham and Last of Summer Wine leading as he lives near the circuit and knew a slightly more scenic route to the venue. I was two or three cars back in my Spit 1500 with John in his red MkIV on my tail. As I was accelerating on to the M4 at J33 my spit started to seriously loose power and I was getting myself into some serious trouble with large vehicles bearing down on me. Just at the

point where I was going to head for the hard shoulder the engine picked up but did not feel right and was still missing. This was a problem I had been chasing for a long time but it always rectified itself and disappeared but not this time. The fault reappeared as we pulled off at the next junction and the engine again picked up and returned to normal.

I decided to press on as there was not a convenient or safe place to stop and get the bonnet up, however I knew that nothing would be found as I had been here before and there would be nothing obvious to find or fix. Graham managed to find one of the steepest hills in Glamorgan to ascend as part of our route and sure enough I was in trouble again when power was required. The lack of power was now a real problem and the engine was missing and emitting lots of backfires and black smoke. Unfortunately John was bearing the brunt of my twin exhausts and his car was getting covered in smuts and exhaust debris, sorry John. Again the engine picked up and almost returned to normal and I managed to make it to Llandow Circuit and we pulled in to find that the main spectator car park was closed to limit attending spectators. As we worked out what



plan B for the days run would be I got the bonnet up and with the expert help from Bern I concluded that for me the best option was to limp home while my car was sort of running. The tick over was perfectly normal but revving the engine the misfire could be detected at the top end. Bern suggested that the run should continue to Porthcawl which is not too far away with the added bonus of socially distanced Fish and Chips and a huge parking area to keep everyone safe. I wished everyone a safe onward journey and Graham offered me some of his spares from his well-equipped garage in the boot of his Herald. I said goodbye to Graham as he had to head to work that afternoon and I headed for home about 15 miles away. I took it gently and was pretty sure the car would make it back if there was no heavy acceleration involved. Pondering the problem as I travelled back towards Cardiff I was pretty sure the problem was ignition and distributor related. The car has run on standard points since a failed attempt to run on Accuspark about 5 years

ago and interestingly the problem or at least the symptoms had almost been identical with loss of power and dramatic backfiring. Having removed the electronic ignition I had thought the problem



was solved and put it down to an electronics problem. My good lady was somewhat surprised to see me back at the house so early but she soon had me refuelled with coffee and ginger biscuits. I had to find out what was causing the misfire so carefully checked all the obvious things like fuel and electrics but all seemed to be fine, or was it? On checking the electrical resistance of the points to ground or battery negative I was getting a figure of around 0.5 ohms. I decided to take off the distributor and check the earth path more closely and then I could see the problem or at least one of the problems. When I had rebuilt the distributor originally I had cleaned up the distributor clamp and painted it with silver enamel spray also the mounting bolts. Schoolboy error I thought to myself paint is not a good conductor and of course everyone will say the oily bit of the distributor will conduct perfectly well through the engine internals; however that is not the intended connection path. I also checked the resistance of the distributor internal earthing wire, the little brown or black fabric covered wire which connects the distributor inner plate to the distributor main body. This was also found to be a little higher than expected at 0.2 ohms. Having wire brushed and emery papered the distributor clamp and replaced the earth wire I took the car out for a test and to be honest thrashed it along a few socially distant roads and hills to see if the problem was solved and guess what the problem was gone and the car was performing better than before. I have however decided to convert to Lumenition optical PM50 ignition as the optical trigger does not require the earth path through the distributor.

Lesson learned careful what you paint as an electrical conductor enamel ain't.



Wessex

Wessex

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I should of been commenting on what we have all got up to at the Silverstone Classic, but it wasn't to be. Instead we have had to contend ourselves with Lewis Hamilton winning the GP, all be it on three wheels!! Roll on next year and let's hope the weather is as favourable as it has been this year.

I did say last month about local clubs trying to think



their way around doing a couple of runs, well, they have, the downside being is that it is by invitation only and limited mainly to their own members. Our



members have been making their own arrangements and meeting up in two's and three's for a chat, motorbike or cycle rides or whatever. Some did decide to have a get-together at the pub for a social as there was not an official club meeting, handing over their contact details... name, rank & serial number! (see below).

As you can see, our reports are getting shorter, partly for that reason and under the pretext that some of you might of missed it last month, I have included again the statement from Beaulieu and the 2021 dates for Basingstoke and Swanage Railway. Apologies that I cannot muster anything positive or even something new to look forward to for next year. Planning too far ahead at the moment does

not seem a good idea.

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 proposals to still, if possible, hold some of the smaller events. Beaulieu has issued a revised Calendar of events, but tickets must be pre-booked!

Basingstoke Festival of Transport, is now Sunday 9th May 2021. Swanage Railway, also cancelled, date for next year, is 10th-12th September 2021.

Please note;- September, under review. It looks like the advice from head office is that pubs could prove a bit tricky, but as long as we follow government guidelines etc., it would be o.k. If things have not changed from August, we will probably not have an official meeting, the main hurdle for many if it is still in place, is having to leave your details, some of us cannot take that chance of getting that phone call if some stranger, nothing to do with us, proves positive. It might be a case of everyone doing their own thing, the same as last month. We don't even know if we will still have a venue, most of you now know that the Tyrrells Ford has been put up for sale. It could stay as an Hotel, it could easily be converted to apartments or revert back to a private residence. I have been reading how the other TSSC areas have been coping, meeting at Garden Centres or just finding open spaces for a picnic or whatever. The Suffolk area was even contemplating meeting at a Waitrose, I assume they had a cafe, unless it was a club food shop!! We have found it not so easy to come up with alternatives, as always, toilets are a major stumbling block.

Alan's impromptu meeting was a success, this is the email I received;- "The evening went well and everyone enjoyed it, I think being able to meet others after such a long time was welcomed, and the weather was in our favour. Ten turned up in the end, in six cars, which we lined up on the lawn. We agreed to aim for another meet-up and are looking to try in a couple of weeks time, if the weather forecast is favourable. It was nice to be able to give the GT6 a good blow-out!! Alan can count, the Volvo is a nice car, but not a Triumph!!

Alan was happy to liaise with those interested, to do the same for the August meet, an informal get-to-



West Midlands

gether. We will leave it at that and review the situation for September, it might even be out of our hands if the pubs have to close.

There is talk of this happening to allow the schools to fully open, most of us can't quite see the connection, but then what do we know. Again the good weather has brought the trouble with it, over crowding, fights, bad parking, the good news is that some have been towed away.

All the best and keep safe,

Martin

West Midlands

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Tel. 07505 110922

Covid continues to cause havoc with Triumph and other classic car shows and events.

Meanwhile work continues on our cars, GiGi my 1962 convertible undergoing total restoration is coming on chassis repairs, most of the body is finished except paint. The engine and gearbox are out, and the clutch looks to be brand new.

Dave has been working on his 948 herald convertible, work done on herald in last 2 months. Suspension arms joints and backplate painted. Adjustment doors so they shut and don't fly open around corners. Replaced number plate light as other had shattered on bulb holder. Monkey metal. Removed and re bushed steering column reset to rack so that indicators auto cancel. Tightened up loads of bolts. Changed clutch and brake fluid. Driven a lot balances and reset twin 1 1/8 carbs again.

Wendy has bought a herald 12/50 project, she bought it off eBay 7th May during lockdown, trailed home from Mabelthorpe 6th June, hence the name. Reportedly had a new clutch but suspected had synchromesh trouble, got her home and began investigation. She had garden hose fitted to the heater pipes. So a new set of hoses, next the running of engine, she's only done 23,000 miles but on starting she floods and won't tick over. So Carburettor, gearbox and radiator off for refurb. When gearbox came out she had the wrong clutch so a new diaphragm clutch going in. Someone has attempted halogen light conversion but there is a problem with indicators so may just get a new loom and revert back to original lighting, especially as she still has dynamo. She's had new clutch slave and master cylinders and needs new wheel cylinders and shoes on rear.

I have to say a big Thankyou to all of our area members for their help and advice, and a massive thanks to Shawn Daniels for getting his hands dirty and helping me at weekends. Hopefully she'll be on the road soon.

Steve continues renovating his 13/60 doing jobs here and here, and now has sourced a set of alloy wheels.

Brad and Alan are both sorting out hubs/wheel bearings on their Mk2 2000/2.5pi's.

That's all for now, take care stay safe.

Chris

CORONA VIRUS!

Please check with your
AO or Event organiser

for Updates on when
Area Meetings will Resume
and obviously on Local and
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Please Send Area News to:

courier@tssc.org.uk

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