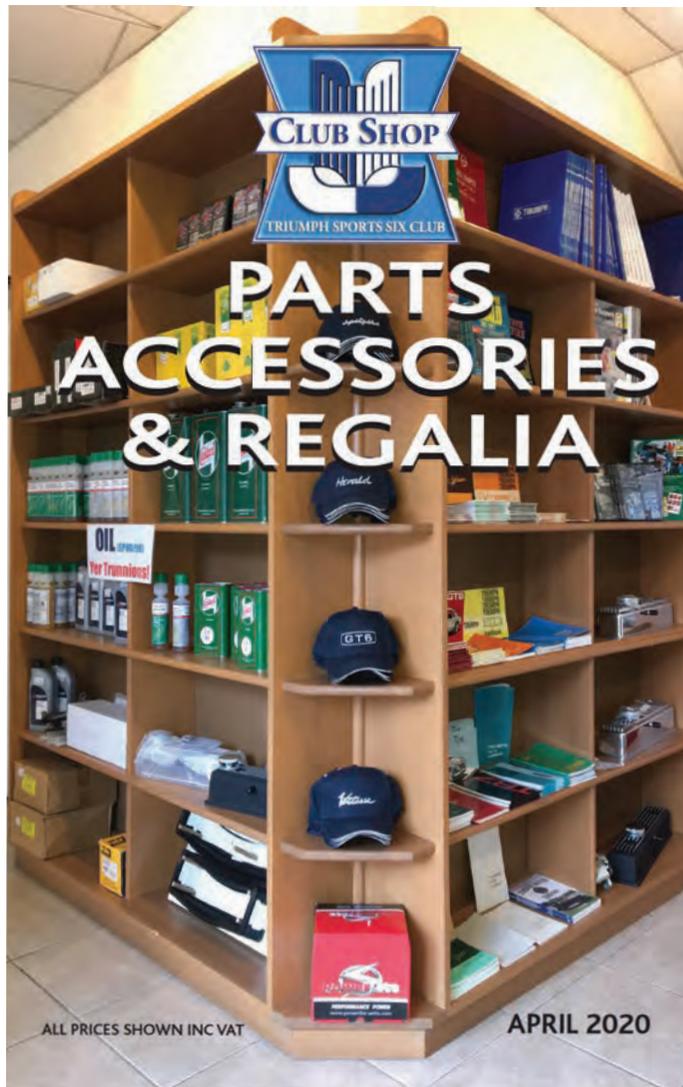


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THE COURIER NUMBER 484 OCTOBER 2020 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 484 OCTOBER 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 Glead.

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 October 2020

COURIER

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THIS ISSUE - 484

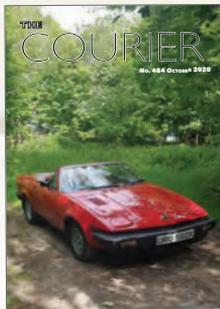
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SAVERNAKE FOREST TR7 - NIGEL
PICTURE FROM
MALCOLM HANNINGTON

Courier Copy/Area news



Editor. Bernard Robinson

e-mail: courier@tssc.org.uk

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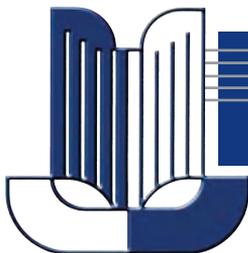
Courier Copy By 8th of Each Month

Tel: (01858) 434424 Fax: (01858) 431936

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

Telephone 9am to 5pm - Mon to Thurs.

TSSC MEMBERSHIP & RENEWALS

Worldwide Membership & Renewal £51.00

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Direct Debit: Worldwide Membership & Renewal (From UK Bank Account Only) £45.00

Young Member (Age 17 to 25) £22.50

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

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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

e-mail: info@tssc.org.uk

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. 982 135 9863

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

Annual General Meeting via Zoom

We couldn't have our Annual General Meeting in April this year at Head Office so we are now holding a Zoom meeting for our AGM for the first time, this year. Don't run away and say I'm not with it for technology or I don't do this on-line scary stuff.

Please contact any of us on the

Council of Management or HQ on how to connect to the meeting. You will be able to use your PC, IPad or mobile phone if you have a iPhone or android phone logging into the meeting won't be a problem and best of all you don't have to

travel to Lubenham.

You will be able to be comfy with a cuppa and cake tune in and interact with the Council of Management team. To access the Zoom meet please login with **Zoom Meeting ID. 982 135 9863.**

Password 6VCz52. We will be starting the Annual General Meeting at **1.00pm.** so please join us .

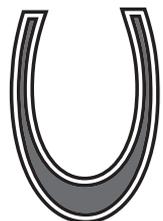
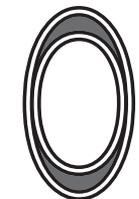


Do more to your Triumph!



BY NIGEL HILL

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

FRI SAT SUN 13 14 15 AUGUST 2021
INTER-CLUB TRIUMPH WEEKEND
THREE COUNTIES SHOWGROUND
MALVERN, WORCS.

TEL. 01858 434424 EMAIL - info@tssc.org.uk
www.triumphweekend.com

CORONA VIRUS!

Please check with your AO or Event organiser

for Updates on when Area Meetings will Resume and obviously on Local and National Events Please Check with the Organisers

CLASSIC CAR SHOWS (CLUB INVITED)

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

November 2020

FRI SAT SUN 13/14/15 NOV 2020

LANCASTER INSURANCE

CLASSIC MOTOR SHOW NEC

TSSC Discount Code: CC133

necclassicmotorshow.com/club-tickets

March 2021

FRI/SAT/SUN AUGUST 20

RESTORATION SHOW NEC -

POSTPONED TILL MARCH 2021

Ticket Options

www.necrestorationshow.com/faqs

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.

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

Sort code 53-81-46. Account number 87120461 Triumph Sports Six Club Ltd.

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

TRIUMPH SPORTS SIX CLUB VALUATION CERTIFICATE
Tel. 01858 434424 Fax. 01858 431936
Triumph Sports Six Club, Main Street, Luberton, Market Harborough, Leicestershire, LE16 9YE

TSSC INSURANCE PANEL

Footner, James
Piper, James

Important: for Insurance purposes this certificate is only to be used in conjunction with

Insert name of TSSC Insurance Panel member

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

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

VEHICLE DETAILS										
Model	Reg Number	Body Type	Engine Size	V5C / UH Date	Planned / Actual	Year of Manufacture	Registered Mileage at date of first valuation	Desired Mileage at date of valuation	Days of purchase	Purchase Price

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

Body	Paintwork	Chrome fittings	Glass / upholstery	Interior	Engine	Transmission	Specialised equipment	Estimated Value of Vehicle

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

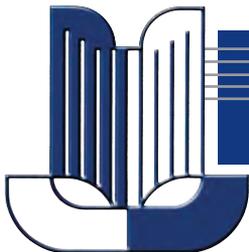
A1+ The vehicle must exceed A1 - TOP CLASS and will have effort to be considered to be Concours.

A1: TOP CLASS: The vehicle must be in excellent condition with top-quality spares fitted from new. The vehicle's components should be free from any but normal faults and should work efficiently.

A2: RESTORE: The vehicle should be in good working order, capable of regular use and satisfying an enthusiast's need for replacement. The bodywork/ chassis must be free of extensive rust and/or damage.

A3: SERVICEABLE: The vehicle must be in a roadworthy condition and be capable of satisfying an enthusiast's need for replacement. A considerable amount of work may be required to restore the vehicle condition to A1 or better.

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, a file will be opened if the Club Car has been seen or under valuated by the member, or more realistic value will be set and you will be advised accordingly. In the event of a dispute, the Club valuer may request more information or a personal inspection.



NEWS REVIEW

Monthly News of a Triumph Nature

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.982 135 9863
Password: 6VCz52

Chris Gunby

TSSC Chairman/General Secretary

Now available from Rimmer Bros, Brand New Type 12 Brake Caliper assemblies!

For many years the only option was to recondition old units, and suitable old core supplies were always a problem.



Rimmer Bros has invested in manufacturing new units in bulk, at a price that customers should find impossible to resist. These calipers are fitted to Triumph Herald 1200, Triumph Vitesse 1600 and Triumph Spitfire MK1 & 2.

Priced at £76.80 inc VAT each and with no surcharge to pay this is great news for owners. To order your shiny new calipers head to www.rimmerbros.com, email sales@rimmerbros.com or telephone **01522 568000**.



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Footner James, Peter James, Lancaster Insurance, Classic Insurance

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Date of Birth		*Membership No.		Entry Date					
Address (Including Post Code)									
Daytime Tel. No.									
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Fax No.									
E-mail									
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VEHICLE DETAILS									
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Conditions - CONOURS, A1+, A1, A2, A3 (must be completed)									
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SPECIALS

ALL MODELS

TREVOR COLLETT specials@tssc.org.uk

A Quintet of Spartans

It's been a while since I've featured the Spartan in my column, so that's what I'm doing this month.

The Spartan company was based in Nottinghamshire, and the first Spartan car appeared in 1973. The car was the idea of Jim McIntyre and made use of Herald or Vitesse chassis and mechanics. I think it's fascinating to consider that at this time the Herald and Vitesse had only been out production for two years, granted there were some 14 year old Heralds around – but where were donor vehicles coming from?

Were there early Heralds with significant body rust attacks? Or were there a regular supply of accident damaged cars – with still straight chassis?

There must have been enough customers with enough donor cars as sales were brisk. In those days there wasn't the competition in the field of Herald-based kit cars that there was going to be a few years later. I reckon for the first few years of production eager, Triumph-orientated car builders really only had the Spartan and the RMB Gentry, which also first appeared in 1973, to chose from; although there were one or two smaller players emerging around that time.

Some sources estimate that by 1977 a healthy, and profitable, 500 Spartans had been built.



The Spartan team at Pinxton were not resting on their laurels; they developed their own chassis as an alternative to the Triumph one.

This gave the car a longer wheelbase, enabling the body to become a 2+2.

A concern that all companies selling Herald-based kit cars shared, in the years after the Herald range of cars ceased production, was that the sup-



“Or were there a regular supply of accident damaged cars”

ply of parts would begin to dry up (little did they know). Spartan's answer to this was to re-engineer their chassis/body kit to

take Cortina Mk3-5 mechanicals. The Ford-based option was available from about 1980. The shape was subtly different from the Triumph car, but its jizz was similar. (If anyone's wondering, "jizz" is General Impression, Size and Shape – it's a word oft used by birdwatchers, like myself).

The Spartan continued to be popular and the company went on to produce other models. There was the Sherwood, which was a Cortina-based estate car that could be converted into a pick-up. This developed into the Starcraft, an impressive, six-wheeled, do it yourself motor home.

The last Spartan model appeared in 1991 and was a Fiesta-based utility vehicle called the Treka.

These last three models didn't attain the same level of sales as the original roadster cars; the Spartan operation finally folded in 1995 after producing approximately 4,000 cars, which puts it up in the premier league of UK kit car producers.

The cars in the pictures here are just

various amounts of detail about these five cars, the dark green car, UEA209R, was up for sale on EBay in August this year – more of that later.

What I notice is that four of these Spartans have registration year letters from 1976/77; I've looked up all of them on DVLA and DVSA and each has a first registration in 1976 or 1977. That suggests each car was completed in those years, and registered as a new car. This seems strange to me,



most Herald-based kit cars retain their donor's registration, and some are given a Q-plate.

The fifth car is the blue Q127RGF, which has a first registration date in 1988 and an engine capacity of 1,998cc. This seems odd too – by the chronology of the Spartan company it was not selling a Triumph kit at that time, perhaps the car

had just been subject to a protracted build period. This car last passed an MOT in September 2017 and is currently SORNed.

It seems that neither the red RWT605R nor the blue OEW275R (which should be red according to DVLA) have been on the road for many years. I did have a few words



some of the Spartan cars I've come across over the years, all Triumph-based examples, obviously. I know

on OEW275R in my piece in June 1997, when the car, which had a 1,296 cc engine, was owned by Rod Mattravers, from Somerset. On the Swansea computer the make of



Shortly after purchase I decided to make it a first class motor, hence four new tyres and wheel nuts, brakes fully overhauled and hand brake cable and fittings all new. Electrics fuel and ignition system serviced and

OEW275R is Olver. No, I've no idea either. It has an 1,147 cc engine.

Red VAT11S is currently taxed, and last passed an MOT in July 2017, so the owner is taking advantage of the MOT exemption. In 1983 the then owner of this car joined TSSC,

parts replaced as required.

Jobs left to do, replace seats and hood, all usable but a bit tatty. Unused front screen included and correct alloy frame surround.



Electric radiator fan fitted; all electrics/instruments sound and working, but correct speedo cable required for reliability. Engine starts runs and idles, no problems there. Just found the build manual and loads of other paperwork."

The car has a 1,500 cc engine, the seller was in Tamworth and it apparently sold for £2,000. An interesting little thing I've noticed about this car: on DVSA web

that was one Malcolm Woodward from North Humberside; it is 2-litre Vitesse-based. If you go back to the September 2015 Courier, in my piece, you can read some words about this car from its then owner, Roy Ross, who was also a TSSC member at the time.

Here is the seller's description of UEA209R (first car pictured) on EBay, "Correctly registered as a Triumph Sports (Historic Vehicle) both on the V5 and the current MOT, which, although not required, expires in November. No Road Tax to pay either.

site its MOT history goes back to 2007 and from that year to its most recent MOT in 2019 it clocked up three miles; not 3,000, just three.

There is a Spartan Owners Club website, which seems to be being kept up to date, but I don't know how active the club is; the address is: www.spartan-oc.co.uk

Trevor



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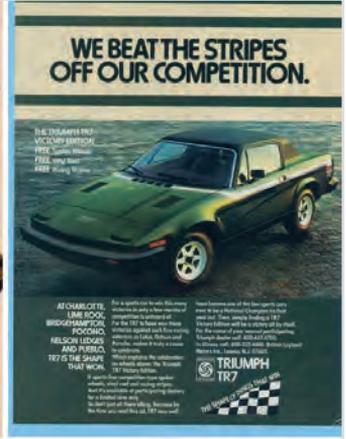
TR7-8

ALL MODELS

PAUL LEWIS tr7-8@tssc.org.uk

Wheel Recall & Date Stamps

As we now progress into Autumn evening's we can reflect on what was a very strange year. I managed to complete a full restoration during lockdown which I shared with you. I then decided to sell the car and I'm glad to say it has gone to a true collector to be pampered even further. It was a difficult decision, but I have more cars than I really need, and it is time I thinned the fleet down. My latest project is an MGB, sorry. Having never had the pleasure of owning one I wondered how



they compared to the TR7. So far it has been ups and downs and hopefully I will share some of the similarities over the next

"I decided to also sell the original Spoker wheels that used to be on the car."

famous recall that saw all the affected wheels being returned to the dealer.

The recall campaign bulletin A999 hit the USA dealerships in March 1977. British Ley-

few months.

After selling the TR7 I decided to also sell the original Spoker wheels that used to be on the car. The wheels came from the USA and were a dealer fit option in 1976 as part of the Victory Edition campaign. Whilst up for sale I was asked the question of batch

numbers
and
the





land had determined that on some 1975 and 1976 TR7's it would be necessary to check and replace spoker type steel wheels. The suspect wheels were manufactured of an unsuitable material and were subject to cracking at the wheel centre.

The batch codes that were suspect were all wheels coded from K onwards. All wheels coded A Through to J were deemed OK.

All "Spoker" wheels are batch coded with a number and letter which is stamped on the inside surface of one of the spokes adjacent to the wheel rim.

The letter is the only important part. It should be noted that there is also a manufacturer's stamp in the form of TPPI and that



The other enquiry I had was from a friend of mine that required a "Keepax" alloy wheel with a manufactured date of 1980. On the alloy wheels there is a date stamp and after checking my reducing stock was able to supply.

So, as I finish the MGB I turn my attention on my next TR7 project, the famous "Birtwhistle" car.

All will become clear

Paul

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





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



TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Andy's TR4 Maladies

I love Classic Car show camping weekends (remember Shows & camping), it's not just the cars, meeting new people is a major factor for me.

At the 2019 TSSC/TR Show in Stratford-upon-Avon a lovely family helped my friend Craig and his family erect their tent as Craig was on crutches and had decided not to camp too close to the rowdy S. Wales bunch (I might do that next time, if there ever is one). The father **Andy**, asked me if I was the Bernard Littlewood, author of *"A Practical Guide to Triumph ownership"* as he had just bought the book, when I told him I was, he told me all about his TR4 which he hoped to get on the road in 2020. I asked him to keep in touch, which he did just before Christmas, asking my opinion on an issue that he had discovered on the engine which had been rebuilt before he bought the car. The issue was definitely the figure of 8 gaskets and I was glad to advise him that they could be addressed without the engine being removed. Andy, although disheartened by the

Andy Luckhurst's TR4



news, promised to send me a report of the engine rebuild and like the top bloke that he is (you do meet the nicest people in Triumph's), he did. It is a

"he promised to send me a report of the engine rebuild and like the top bloke that he is he did!"

lengthy report that I have tried my best to dissect into sensible sections, so a big thank you to Andy and over to him in his own words.

Part 1 - Introduction
Most people reading this will

know that owning a Triumph can be a rewarding experience, but it often requires patience and perseverance. Take my TR4 for example. I have owned it for 11 years now.

One day soon I hope to be able to drive it!

This article will introduce some of the challenges I have faced whilst trying to complete a restoration started by someone else many years ago, and also some of the general lessons I have learned. Background I have had a long association with Triumphs.

My first car was a Herald, followed by my first Vitesse.

Some years later I was bitten by the TR bug when I was without my own Triumph and was lucky enough to borrow a

lovely TR6 for my wedding in 2003. I vowed that one day I would buy a TR6 if I could ever afford to.

Fast forward to 2009. My neighbour John who lives next to me in rural Devon had a number of "unfinished" classics which he had purchased in the late eighties, including a TR4. He had spent a lot of money on restoring the TR4 but had never finished it. The chassis and body had been restored by a TR specialist, the suspension and running gear were all refurbished, the engine, gearbox and differential had been overhauled and the car had been partially reassembled and was able to be moved on its own wheels, albeit by pushing.

John had been in hospital and was recovering from an operation. I popped round to see how he was, taking with me a Classic Car magazine for him to read. Naturally this led to a discussion about classics and John mentioned that he might have to reduce his collection of cars at some point. I said that if he ever wanted to sell the TR4, he should let me know. He offered to sell it to me on the spot, at a very reasonable price and a fraction of what he had spent on it (although this reflected the fact that it would need a fair bit of time and money to finish it). I now owned a TR, albeit not a TR6!

As part of the deal, John promised that he would pass on any parts for the car as he found them. This wasn't as straightforward as it might sound, as he and the car had relocated from Nottingham but not all the parts had been moved at the same time. Parts were hidden away in all sorts of

locations in Devon and back in Nottingham. Many items were muddled up with those for other cars, and as recently as last year John was still finding additional parts, more often than not after I had purchased replacements!

I now faced the challenge of finishing the car. To build on the work that John had already completed I wanted to complete a high-quality restoration, maintaining originality where possible. Optimistically, I thought it might take me about a year. What I had not taken into account was that

with two young children, my time might be somewhat limited. Then my job situation changed, and by the middle of 2010 I was working away in London during the week. During the weekends and holidays, I wanted to maximise my time with the family and spent little or no time on the car.

There was some progress over the next few years, but it was slow. Each May Bank Holiday weekend some progress would be made when my friend Dave paid an annual visit. He and I would spend the weekend working on the car while his wife Nesta spent the time with my wife Jules. Sometimes this was the only work completed on the car all year.

More from Andy in next month's Courier

Whether a wet liner or not a TR is HOT!

Autochair Milford Disability Person Transfer System

This is an article very recently sent to me by club member **Mike Clarke**. I view this as such an important article as it could potentially help other Classic Car owners to adapt their cars for their continued enjoyment that I am prioritising it for inclusion in the Courier. The article will take a couple of issues to complete, so Mike has kindly given his permission for me to forward the complete article on to anyone who would benefit from his ingenuity. Thanks Mike, and it's great to know that you and your wife will be able to continue using your TR for the foreseeable future.

Autochair Milford Disability Person Transfer System

ADAPTED FOR TR6
Mike Clarke - March 2020

Introduction

Due to poor mobility from Osteoarthritis and Parkinsons, the past couple of years my wife has not been able to join me on outings in our TR6 with our Classic Car Groups (TR Register & TSSC) to day events around our area and adjoining areas. Then, late summer 2019, we visited a Motability show to look at new vehicles, powered wheelchairs and associated hoist systems and came away with an idea that may help our situation. Rather than selling the TR6 and looking to buy something that my wife could manage to struggle into we could see a possible way of helping her get in and out of the TR6 and get back to enjoying the days out and company of all our club friends - a hoist system that would transfer



The System

her safely from the wheelchair into the car and out again as often as required without undue pain and discomfort.

Whilst at the show we saw a demonstration of the Milford lift system for passengers on a large SUV/MPV and it seemed simple and easy to do.

They explained that each system was built bespoke to the vehicle and that driver and passenger sides can be fitted as well as a similar system for stowing heavy powered wheelchairs in the boot.

I had to ask the question, how about an old sports car such as our TR6?

The demonstrator believed it should be possible with the top down giving the vertical space required to lower someone into the car. He commented that a similar installation had been done some years ago, but, not a common request. The cost, well as a one-off bespoke system we should budget for around £3K with no guarantees that it could be done until they had inspected the car and properly quoted.

This was way out of our budget so gloomy faces again as we left the show.

The System

On returning home I trawled the internet for images and information on the system we had seen and being a retired Design Engineer thought this would be a good winter project to do if all the parts are available.

The car requires a separate fused 12V socket to power the hoist and a support pillar fitted to the car structure that can take the load imparted by the hoist when lifting a person from outside the

car up and into the passenger seat. The hoist system is detachable and can be stowed in a bag behind the seats or in the boot.

Whilst looking for information, several second hand systems came up on eBay. I was fortunate in that one was local to me and looked complete. A winning bid of just over £150 secured all the parts I needed to start the project.

To be Continued



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Worth writing about ...

I always love to see our cars featured in odd places - odd as in unexpected; we're used to reading about Heralds in motoring magazines, or the occasional mention in mainstream newspapers when driven by John Lennon or the like, and it's nice to see them in films although in many cases it's as a background blur rather than the main character. Certain movies excepted, of course, but sadly they usually are the exception. We're just not as sexy as an Aston Martin or a Ferrari, although we may have missed a great opportunity when Harry Potter went for an Anglia instead of a 1200. Last of the Summer Wine may have put our cars on the television map - even the road map, as this HGV pictured by Simon Holland illustrates... look closely to the right of the passenger door - but they do occasionally appear in other genres of entertainment, and I'm grateful to member Martin Campbell for spotting one and sharing it with us. If

" We're just not as sexy as an Aston Martin or a Ferrari"

you remember 'Smash' magazine from the late 1960s, and you'd have to have a good memory as it was almost 50 years ago, it came out every



Pic 1.

Monday, cost 7d - about 3p today - and was the typical non-PC Boy's Adventure-Story Magazine that would be banned these days. Characters such as Simon Test fought fierce tribesman and



exotic animals whilst the Class War was fought in the schoolroom between the Swots and the Blots. Hidden amidst these gems was Jonathan Hyde, Paranormal Investigator who drove a MK3 Spitfire around an Orwellian-style London where the Police drove Herald 1200 Panda cars, parking outside the towering offices of the Super Security Bureau. Not just super - wonderful!

Sadly I can't find anything more about Jonathan Hyde; any kind of Internet search goes straight to the Australian-English actor,



or else a British Rail employee of the same name who doesn't appear remotely paranormal unless he's involved in the proposed costings for HS2. One of Smash magazine's Investigator's first investigations should be how



he has Darth Vader's helmet on his shelf, seven years before Star Wars was released... One of the more famous - or infamous - characters to cross paths



Although a child of his time with views and stories that have recently led to controversy, Tintin appeared in some meticulously planned comic strips, with Herge praised for his intensive research and scientific detail. However, when he wrote the book 'The Black Island' set in the UK in 1937, he admitted that he knew very little about the country and it was when the book was re-released in the early 1960s and modernised, his assistant Bob De Moor travelled across and noted much of the modernisation and technical advances that had occurred in the ensuing decades. Consequently when they needed a car... what better than the currently stylish Herald? Tintin, chasing a team of counterfeiters, needs a lift, and who should oblige but a nice British couple, driving a red Herald convertible, and towing a caravan? Sadly, even then, there are a few errors - why, for one, when they're driving a 4 seater car, do they ask him to get into the caravan? Secondly... do we really believe that a 948 Herald could tow three people and a caravan up such a steep in-



with an early Herald was Tintin, who if you recall was created by Georges Remi, writing as Herge, in 1929 and featuring the youthful detective Tintin.



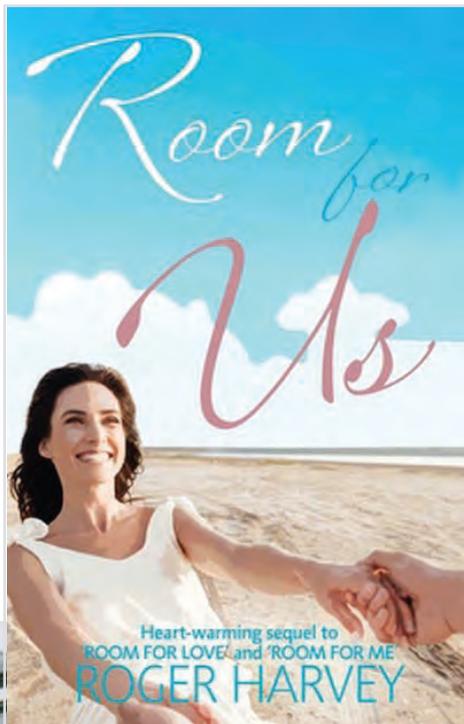
cline? That aside, Tintin's popularity in Belgium has not only led to the car (and caravan) being available as scale models, but the Herald itself was also recreated for the Belgian Motor Show. If they ever want to make another Tintin movie, let's hope they include the Herald as well.

Triumphs in books are also sometimes few and far between; I know of only one novel that features a certain red GT6 Mk1, and one other that features a Herald 1200 saloon, neither of which made it into mainstream publication, so it's good to hear about a forthcoming publication that should raise the profile of our cars still further. Roger Harvey, not only a long-standing TSSC member but a very successful author, screenwriter and playwright from the north-



East of England has been in touch, and it's been a real pleasure reading his work and checking out his website at www.roger-harvey.co.uk. Roger has been writing since 1966 and has a huge portfolio of work, 20

and when not writing relaxes by restoring and maintaining Classic Cars - namely a 1980 Spitfire 1500 and a 1977 2000 TC saloon. It's not surprising that his latest novel should feature one of our cars, in this case a 1966 Wedgwood Blue Herald 1200 Estate in a starring role - to quote Roger's letter: 'a happy role, as the car brings pleasure and fulfillment



to the character who drives it." Don't they all?

Roger's book: '**Room for Us**' will be released on 1st October, available through the usual channels such as Amazon, and should be worth a look. Here's hoping that when the movie comes out, Roger's there to make sure they get the Herald just right.

Harry Potter, indeed. He's yesterday's movie.

Anyone got a nice Wedgwood blue 1200 Estate, just in case?

Colin

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B post mounting bracket 703625/6	£26.50
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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	£97.50
Front/Rear wing arch repair panel	£29.50
Rear wing front repair panel	£23.50
All chassis outriggers/side rails/boot extr.	£27.50 each
Herald/Vitesse Body Mounting Kit	£32.50
White rubber bumpers (full set)	£175.00
Rear overriders 703708/9	£75.00
Bonnet corner mouldings 706161/2	£27.50 pair
Wheel arch/bulkhead seal 704033	£4.00
Chrome bonnet catch 607663	£60.00
Door hinges 607824	£21.00 each
Boot hinges	£43.50 pair
Door to glass outer weather strip	£7.00
Accelerator pedal bracket 147655	£12.50
Set of 8 front suspension bushes 119451	£15.00 set
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Caliper repair kit inc pistons type 12	£25.00
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Caliper repair kit inc pistons type 16P/16PB	£32.50
Recon exchange caliper type 12	£55.00
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Clutch slave cylinder 13/60	£35.00
Boot catch 611225	£19.50

TR7

Early type bonnet (single bulge) WKC170	£155.00
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Door skins YKC74/75	£110.00
LH rear wing Coupe, original	£400.00
Late type boot lid XKC3854	£180.00
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Window regulators XKC325 LH only	£30.00
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Radiator grille R/H convertible WKC3674	£80.00
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 UKC4981	£9.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£45.00
Lower steering shaft TKC1084	£47.50
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKC509	£25.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Recon exchange brake caliper	£50.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.50 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£350.00
Jackshaft 215207	£225.00
Recon starter motor (exchange)	£87.50
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Clutch kit TR8 Q/H	£110.00

STAG

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Recon rear hub assy (exchange)	£150.00
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Caliper seal kit inc pistons	£28.50
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Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£15.50
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TR6

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Rear quarter bumper 910158 O.E LH Only	£95.00
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Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£75.00
Front trunnion 142377/8	£48.00
Front ball joint GSJ131	£10.00
New Brake servo	£125.00
Brake disc 209327	£18.50
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Brake pads early/late type	£12.50
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Gearbox (exchange)	£500.00
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HT lead set	£12.50

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Original head gasket GEG314	£9.00
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Sills O.E. 903097/8	£103.00
Sill reinforcement panel 806634/5	£8.50
Inner sill 806638/9	£35.00
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'A' post lower filler panel 706288/9	£30.00
Bonnet hinge pivot box RKC362/3	£72.00
Chassis front gusset 218526/7	£19.50
Bonnet hinge tube L/H-R/H 911107/8	£75.00
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H/T top seal roof/ door glass 716183/4	£12.00
Door hinges 607824	£21.00
Exterior door handle (black) UKC2837 LH only	£85.00
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Recon exchange J Type O/D Mk IV	£450.00
Recon exchange J Type O/D 1500	£450.00
Recon Exchange Diff	£450.00
Recon Exchange Diff (NCW&P)	£550.00
Rear wheel bearing kit GHK1029	£14.50
Early/late rear drive shaft	£92.50

Recon exchange drive shaft assembly	£225.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£120.00
Recon exchange brake caliper type 14	£45.00
Brake disc 208715	£13.50
Brake disc 208715 Drilled/Grooved	£42.50 pair
Caliper repair kit inc pistons type 14	£20.50
Handbrake front cable 121766	£5.00
Handbrake cable end fork 104749	£3.00
Rear wheel brake cylinder -7 dia GWC1110	£12.50
Rear brake lever 123135	£6.50
Brake shoe set GBS749	£12.00
Clutch slave cylinder GSY103	£35.00
Clutch kit GCK160	£77.50
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Recon distributor 1500 (exchange)	£60.00
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GT6

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Recon (exchange) water pump GWP201	£29.50
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Fibreglass Gearbox Tunnel Cover	£42.50
Gearbox (exchange)	£425.00
Recon exchange D Type O/D	£450.00
Clutch kit	£80.00
Front suspension vertical link	£145.00
Front shock absorbers	£20.00
Track rod ends	£9.50
Rotoflex coupling 152273	£39.50
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Mk I headlamp panel 575894/ZKC1972	£75.00
Mk II bonnet 910507	£190.00
Mk II rear lamp panel 910509	£185.00

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Bonnet seal 613894	£12.50
Rear centre bumper (estate) plain 576530	£97.50
Rear centre bumper (estate) for insert 917813	£97.50
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Boot carpet 728551	£35.00
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Becoming Unhinged

Firstly please accept my apologies for no article last month, seems that building a workshop (Pics 1 & 2) and working means you have little or no spare time and something else had to give unfortunately.

The good news is that all I have left to do on the workshop is paint the floor and it's done. No doubt I shall want to tweak a few things as I start to use it, but nothing major. It's a great space



cars looking a bit shabby anymore.



Secondly do not be too concerned about the title of the article; it doesn't refer to me as I still have all my marbles (though some may disagree with that), it refers to lifting the bonnet of my Herald, thinking 'That's a bit stiff' and then feeling the front corner drop...

and will double up as a spray booth, so no excuses for my

...doubt whether I'm the only Herald owner to ever experience this and many will know that this is the point



when the bonnet attaching link/bracket has broken (Pic 3), and therefore the bonnet is unhinged on one side (the title make sense now?).

Fortunately I had a couple of stainless steel ones (Pic 4)

in the drawer that were made up for me some years ago by fellow Devon member (and engineer) Paul Mackie. The only reason I lifted the bonnet (on the Monday) was to check the car over, as the Devon area has a small number of cars heading out to Lynton & Lynmouth on the following Sunday....not the best of starts!

As you will see from the photo they are truly mangled. As you'd expect these are something that



doesn't come apart very often, so over time the bolt corrodes and fuses with the pivot bush in the bonnet tube, then when you lift the bonnet the weakest point will give, which is often the old rusty brackets.

After the excitement/relief of finding the new brackets, then the bolt through the overider mounting bracket coming out easily, then came the reality of trying to get the bolt out of the pivot bush, no amount of swearing made it budge. It appeared to be rusted solid.....this was a problem as I only had a couple of free days to sort it before the weekend run. After soaking in WD40 with little result, I resorted to heat, which I've never had that much success with in the past, but to my

surprise/relief/gratitude after a couple of attempts it did start to turn and eventually it was out.

This isn't the most technically challenging job on a Herald I know, so I won't bore you with a step-by-step tutorial, but one tip is to make sure when fitting these brackets, the slotted end is attached to the overider mounting bracket (Pic 5) and the end with just the hole goes to where the bonnet pivots and the adjusting rod attaches (Pic 6).



I know of a very experienced Triumph owner and fellow Register Secretary that reversed these brackets and spent some time struggling to align his bonnet. He shall remain nameless to spare his blushes, but in his defence they are shown the wrong way in more than one Workshop Manual.

Those eagle eyed readers may have spotted that the replacements I used are a little longer than the originals, this does allow for a little extra wiggle room when trying to get your bonnet in the perfect position, not that I needed it.

Just a short article this week, I'll do better next month I promise!!

It would be great if any fellow 13/60 owners could provide an article or two. It seems that lots of work was going on during the lock down, so how about writing in down and getting it published in your favourite car mag.

See you next month.

Darren



Engine Identification

I've had a few calls recently from GT6 owners who have been trying to identify the 6 cylinder Triumph Engine fitted to their GT6 or identify an engine that they are thinking of fitting/rebuilding.

As Triumph used the 6 cylinder engine for many models it's not unusual for an engine from another model in the range to be used as a replacement in a GT6 or for a 2.5 litre version to be fitted as an upgrade.

Even with GT6 engines there were several basic types fitted to the various models, the MK1, the MK2 and Rotoflex MK3, and the late swing spring MK3.

MK1



MK1 Engine with external pushrod tubes highlighted.

To aid engine identification these are the similar engines with the Mk1 type external pushrod design.

Engine No prefix	cc	Model
MB	1998cc	2002 Mk1 saloon/estate prefix MB
HB	1998cc	Vitesse 1600
HB below HC5000	1998cc	Vitesse 2L MK1

The **MK1 Engine** is easily recognisable by the external pushrod tubes on the head.

The standard GT6 MK1 engine has the engine number with a prefix KC, eg KC51234 up to KC50000, although similar to the Triumph 2000 engine of the same era the GT6 unit was slightly more powerful at 95bhp vs 90 bhp for the saloon due to an increase in compression ration from 9.0 : 1 to 9.5 : 1. There was a change to the crankshaft after engine number KC5000 where the centre crank bearings were increased in size to match the front and rear main bearings which had been larger on the earlier engines.

Note that the sump and oil pump pickup is different on the Saloon engine due to the position of the chassis cross member.

MK2

The GT6 MK2 used the new type cylinder head with enclosed pushrods similar to the TR5. It also had a slightly reduced compression ratio at 9.25:1 and an improved sportier camshaft. The power increased to 104bhp with a peak power at 5,300 rpm rather than 5,000 in the Mk1. The engine number had the same KC prefix as the MK1 but the transition point to MK2 was KC50000 onwards. The US export version of the MK2 was

called the GT6 + and this had the engine number prefix of KD with a reduced power output of 95bhp.



MK2 type head without the exposed

MK3 Rotoflex

The **MK3 Rotoflex** model had the same engine as the MK2. Engine prefix is KE in the UK or KF for the US export version. Power output was the same at 104bhp, however the method of measurement used by Triumph changed and the quoted power output was 98bhp rather than 104bhp.



Flat top pistons fitted up to engine

MK3 Swing spring

The **MK3 Swing spring** cars (Commission number KE20000 on) had a detuned engine to meet emissions standards, this was from engine number KE10000 onwards (or KF10000 in the US). The compression ratio on was reduced to 9.0:1



Head gasket for MK2/early MK3 engine

and a different camshaft was fitted. Dome top pistons and a deeper cylinder head were also fitted and the block had a recess around the top of the bore with a different cylinder head gasket



Dome top pistons fitted from engine KE10000



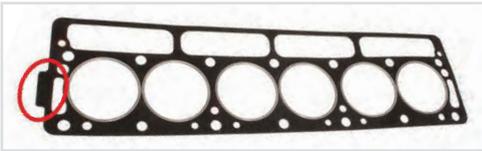
Engine Block without recesses used for the earlier flat top piston engine below engine number KE10000



Engine block with recesses used for the later dome top piston engine after engine number KE10000

(made more obvious by an external tag on the gasket. These changes reduced the power output to 95bhp at 5,200rpm.

To aid identification these are engines with the

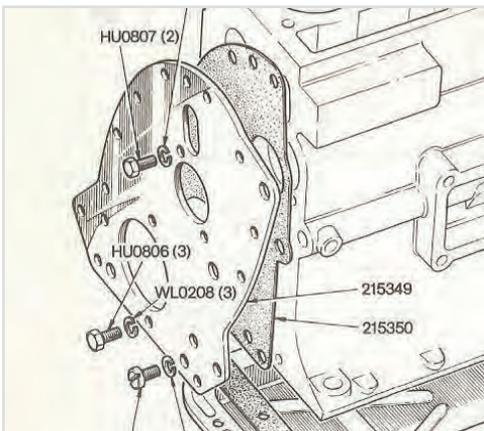


Head gasket for late MK3 engine with dome top piston engine after KE10000 note the tag on the end highlighted.

similar enclosed pushrod design as the

Engine No prefix	cc	Model
HC 50001 onwards	1998cc	Vitesse 2L MK2
ME	1998cc	2000 Mk II Saloon / Estate
ML	1998cc	Late 2000 Mk II Saloon/Estate
CP	2498cc	TR5 and very early TR6 (150 bhp)
CC	2498cc	US TR250 (US carburettor version of the TR5) or US early TR6
CR	2498cc	MkI 2.5PI Saloon, Estate (132 bhp) or Late TR6 (125 bhp)
CF	2498cc	Late US TR6
MG	2498cc	Mk2 2.5 Pi Saloon, Estate
MM	2498cc	2.5 TC Saloon, Estate
MN	2498cc	2500S, Estate

MK2/MK3

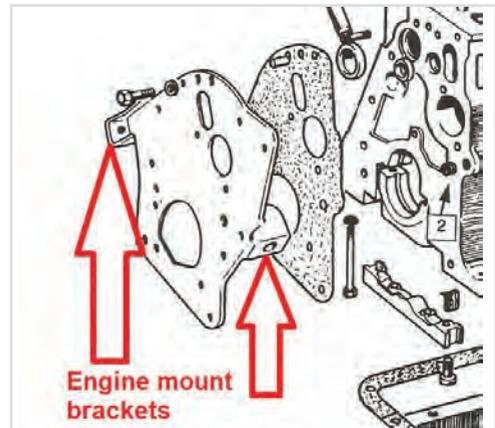


GT6 / Vitesse engine front plate

Another obvious difference with the saloon/Es-

tate engines is that they had a different engine mount position with the brackets for the engine mounts further forward and incorporated into the engine front plate.

There were many different variants of cylinder heads fitted to the later enclosed pushrod Triumph 6 cylinder engines and identification can be difficult if you have a separate head and engine obtained from different sources.



Saloon / Estate engine front plate with incorporated engine mount brackets.

The following chart (obtained from the Chris Witor Triumph website) may help identification

Part No. (bare)	Head No. stamped	Casting No. raised	Height nominal (inches)	Applications	Piston type	Exhaust valve (mm)	Pushrod length (inches)	EGR hump	Rear water slot
517610	517528	308351	3.300	Mk2 2000 to ME50000, Mk2 Vitesse/GT6	Flat	32.0	8	No	Yes
517610	517610	308351	3.300	As above	Flat	32.0	8	No?	Yes
516799	516798	308351	3.400	TR5 & Mk1 PI	Flat	32.0	8.125	No	Yes
516799	516816	308351	3.400	Mk1 PI & Mk2 PI to MG50000, 2000 low comp 7:1, TR6 to CR2845	Flat	32.0	8.125	No	Yes
520819	218225	312388	3.400	Mk2 2000 from ME50001 to ME86355-86508, Mk2 GT6	Dome	32.0	8.125	Yes	No
520821	?	312388	3.400	Mk2 2000 from ME50001 Police cars	Dome	32.0	8.125	Yes	No
520873	218225	312388	3.400	Mk2 PI MG50001 to MG82077	Flat	32.0	8.125	Yes	No
520879	218226	312538	3.475	2500TC Australia '73	Flat	32	8.3125	No?	No
?	218226	312388	3.475	2500TC Australia '74	Flat	32.0	8.3125	Yes	No
529870?	218227	313247	3.535	TR6 carb. Africa? 7.5:1 comp.	Flat	32	8.3125	Yes (squared)	No
?	219015	313248	3.400	Mk2 2000 from ME86355-86508, continuously from ME91075, Mk2 PI from MG82077, TR6 PI from CR2936, Mk3 GT6	2000: Dome 2500: Flat	30.3	8.125	Yes	No
529879	219016	313248	3.475	2500, TC & S MM1 onwards	Flat	30.3	8.3125	Yes	No
RTC2225	219021	313248	3.475	2500TC & S Australia '76-77	Flat	30.3	8.3125	Yes (used)	No
?	219019	313248?	3.560	Last factory replacement for USA spec sports cars?	Flat	30.3	8.3125	Yes (used)	No
516323?	516323	307837	3.535	TR250	Flat	32.0	8.3125	Yes	?

of an unknown head.

One point to note is there are several different head heights, ie the distance between the head gasket face and the rocker cover gasket face with different length pushrods.

The EGR hump mentioned (Exhaust Gas Recirculation) is where the valve which is fitted to GT6 Mk1, 2 and early MK3 manifolds is fitted to the cylinder head on some other models.

Head Part number 520819 is listed as used on a GT6 MK2 with dome top pistons, not sure if this is an error as my understanding is that all MK2s had flat top pistons.

My radiator sucks...well it does now!

Thanks to GT6 MK2 owner **Ian Foster** for the following article

"I have been trying to diagnose issues with cooling on my GT6 for some time and have recently cracked the problem. The issue I was having was that the system was pushing out more water than it was pulling back in, resulting in an airlock developing which would cause a slight elevation in running temperature.

The excess water could be returned physically to the system into the radiator direct, or in my

case actually through a tapping in the thermostat housing I had added previously when experimenting with a header tank. This is a slightly higher point in the system than the filler. After a run one day I had the bonnet up as the engine began to cool down and noticed that water was being partially drawn up the expansion pipe before collaps-



Faulty sealing surface

ing back into the overflow bottle, suggesting to me that there was a vacuum leak.

I initially suspected a poor seal between the overflow pipe and the spigot on the filler neck and added a hose clip but this didn't seem to make much difference.

When fully cold I removed the radiator cap and ran a flat block with a fine wet and dry paper over the top of the filler neck and it was immediately obvious that the surface was not flat as shown in



Smoothed off surface

here. This may be due to the radiator having been dropped or bashed in the past or just a manufacturing defect. A few minutes of work with the flat block removed just enough material to get a seal as shown above and as a result what comes out..... now goes back in.

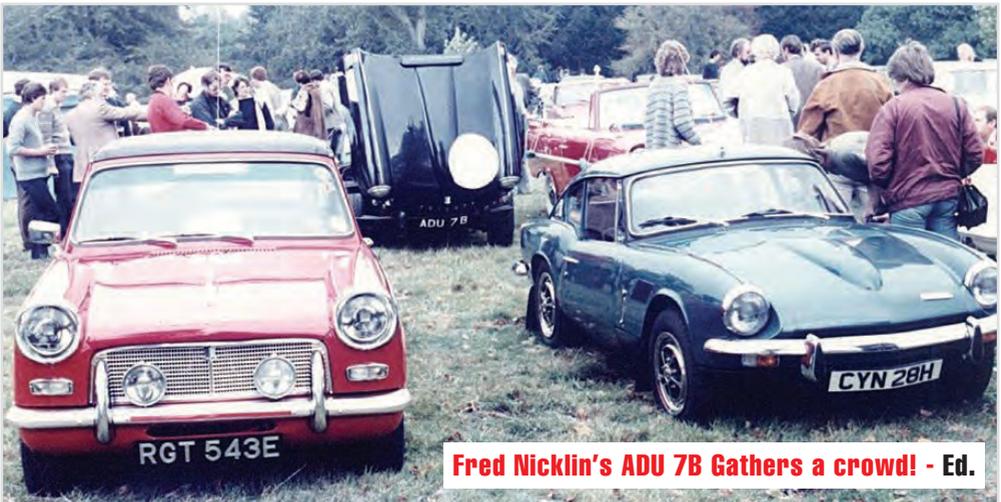
A simple fix in the end, but one that frustrated me for a while and that sucks.....!"

Ian Foster

From the Archives

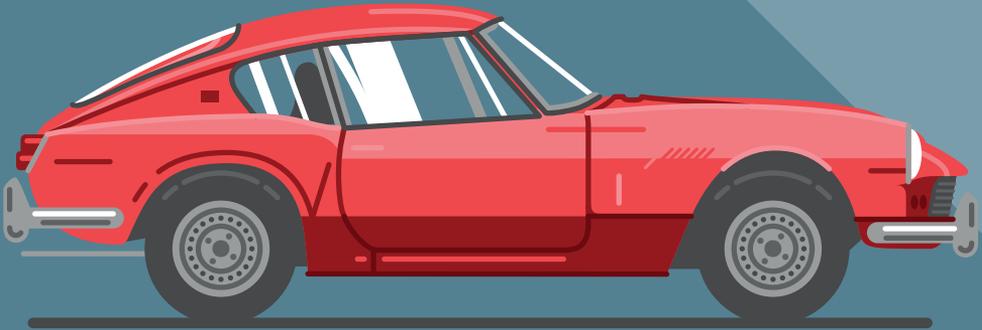
Another old picture from **Leon Guyot's** archives of photos from the early days of the TSSC. Taken at Rousham, Oxfordshire in September 1982. Not much social distancing taking place back then!

Andy



Fred Nicklin's ADU 7B Gathers a crowd! - Ed.

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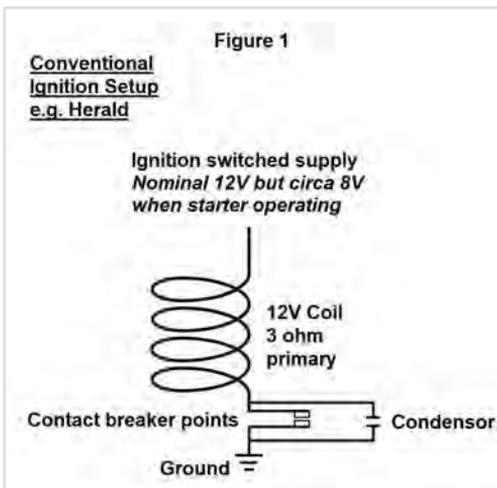
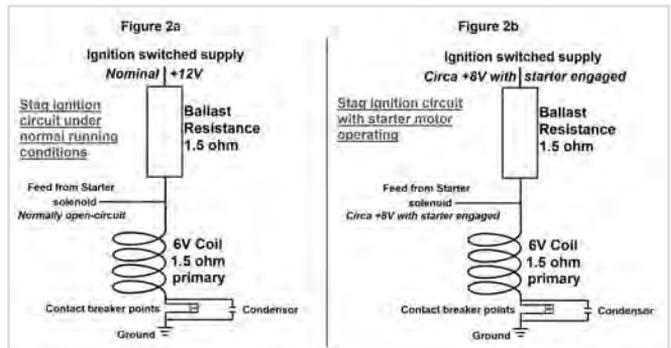
PHIL WILLSON stag@tssc.org.uk

Bright Sparks Required

Having trouble starting? Back in the day someone somewhere decided to tackle the problem of there being less voltage being available to supply the ignition circuit just when you need a decent bit of oomph to start the engine.

Although the internal resistance of a lead acid battery is very small, the problem is caused by the significant battery voltage drop when a huge current is being drawn by the starter motor. Typically the internal resistance of a lead acid battery is around 0.02 ohms, which by all accounts is tiny, but multiply that by a 200 amp starter current and Ohm's Law ($V=IR$) will tell you that the voltage drop is of the order of 4 volts i.e. your effective battery voltage is now only 8 volts. So you have two-thirds of the voltage available when you could do with the whole lot.

in the starter solenoid (part of the starter motor assembly in this application) that connects the mid-point between the ballast resistor and coil directly to the main supply voltage (Figure



The conventional circuit arrangement is shown in **Figure 1**.

Figure 2 attempts to illustrate the system used in the Stag and many other cars. Under normal running conditions (**Figure 2a**) the battery voltage is

2b). Thus the coil is being driven from the reduced battery voltage of 8 volts. However, as the nominal rating of the coil primary is now 6 volts then there is plenty of energy to run the spark generating circuit at or slightly more than the normal running voltage so the sparks at the plugs are very healthy indeed.

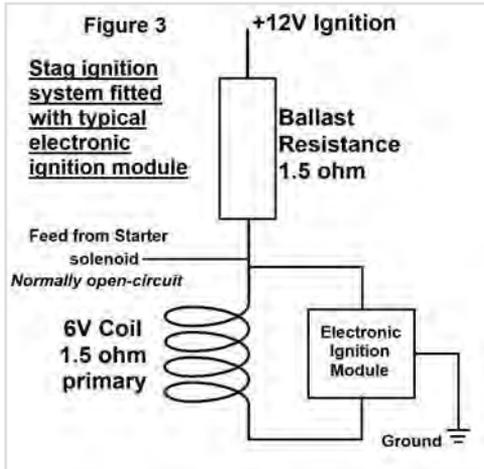
As soon as the starter is released the ballast bypass circuit is disconnected again and the circuit runs normally.

Figure 3 shows the same circuit but as used when a typical electronic ignition unit is fitted, but this is only a guide as there may be variations on this.

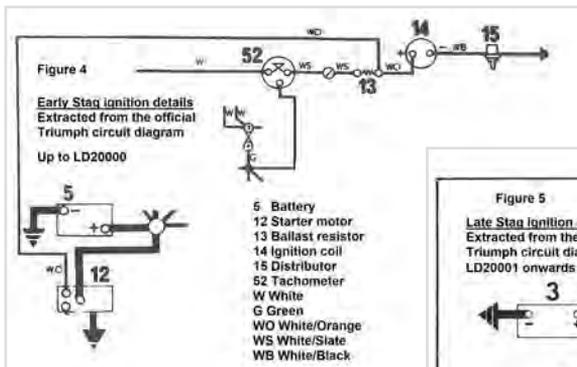
Figure 4 shows how this is implemented on the early Stags with the older style tachometer

split equally between a ballast resistor and the primary of a 6 volt ignition coil (because they both have about 1.5 ohms resistance). So the circuit usually operates in the same way as in figure 1.

However, when the starter is operated an extra contact is made



and separate ballast resistor fitted on the coil mountings. (Roughly up to commission number LD20000). The tacho is a current sensing unit where the changes in current occur at the rate



that the ignition circuit is pulling current through the ballast resistor. The third connection (green wire) to the tacho gives a stable supply to the electronics contained within. To me it seems a strange way to go about things, but that's the way it is. It does mean that the car won't run if the tacho is disconnected (which I found out the hard way when I dismantled the car I wrote about last month and then tried to move it).

Figure 5 shows the circuit used in the later cars with the more modern looking tachometer (From commission number LD20001). In this one, the ballast resistance is built into the feed wire running from the ignition voltage to the coil. In this case, the tacho is a more modern circuit that

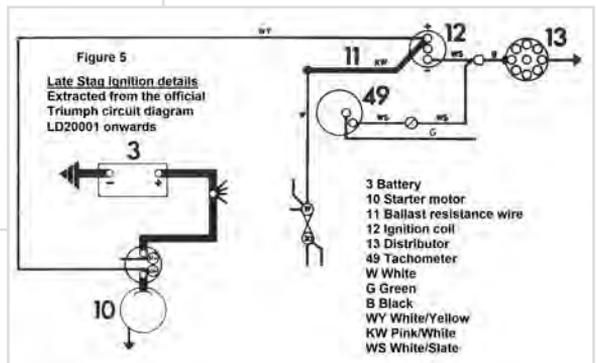
measures the voltage variations at the coil. So the engine will still run when the tacho is disconnected.

On my own car I run electronic ignition with a 12 volt coil and have bypassed the ballast resistance permanently. It is worth pointing out that electronic ignition circuits still generate a very healthy spark even when operating under the reduced voltage starting conditions.

Recently I was in communication with Roger Smith whose Delft blue Mk2 Stag I reported on in the July 2019 Register article. He had recently been getting a misfire on his car when the engine was hot. After going through the fuel system and everything else he could think of, he bought a ballast resistor and wired it in as a replacement for the resistive feed wire. Problem solved and it the car is running perfectly again now. So it would seem that the resistive ballast wire built into the loom was breaking down in some way. It's worth bearing in mind. It cannot be directly

replaced so going for the discrete resistor is the logical way to go.

That's it for another month. I apologise if your eyes have glazed over reading this. Many people consider electricity to be



black magic or just smoke running down inside the wires. It's not really like that at all, I can assure you. All our cars are heavily dependent on good electrics so some knowledge and appreciation is worthwhile. I have made a career out of electricity one way and another and know it has a solid foundation. On the downside, mess with it without knowing what you are doing can have disastrous consequences. Always consult an expert if you have any doubt.

Best wishes until next month.



INTERNATIONAL LIAISON

JOHN LAY & JESS SMALE

international-liaison@tssc.org.uk

As we begin to settle into the International Liaison role, we have been delighted to find that we have so many enthusiastic members outside the UK - we currently have members in 22 other countries. Hello to all of you - we are doing our best to get in touch with you all, with a view to sharing your stories with Courier readers around the world.

We are pleased to be able to say that we have already received several updates and, this month, we bring you reports from three members - in Italy, Spain and Finland.

Our first International member this month is **Pietro Noe**, who is our Italian Country Contact.

He has owned 8 Triumphs, including his current, stunning, Spitfire 1500 - and has sent us this report.

I live in south Lombardy, 40 miles from Milan, and I am lucky because my little town, Stradella, is near the hills where it's very pleasant to drive an open top car like ours.

My Spit is one of the first 1500 produced in 1975 with factory fitted overdrive. She's 100% original and the gold plate on the back is the maximum award in Italy for proving the originality of a classic car. I got it from ASI, the Auto Motor Club Storico Italiano. Not easy to obtain, because you must get through a severe examination

International Updates



of a board who have expertise on the marque.

They check everything on the car and thank goodness I've the Gaydon Heritage certificate which helped me.

I have owned the car from 2011, but in the past I owned a

III. In my life in total, 8 Triumphs, because there are a TR6 and a TR4 too...

I am very happy with our club because I feel a real friendship of everybody who writes in the Courier for solving problems and gives a real help to the Tri-



Spitfire mk IV (in 1973 and I was very young...), two mk 3 and two GT6 - a mark II and a mark

umph fans... In the past I've made a visit a couple of times at Lubenham headquarters

with some friends very keen on the Triumph world. I hope to come again if my age (I'm 72...) will allow me this chance!

Finally, we have a club here in Italy with more than 400 members. The name is Registro Italiano Triumph Spitfire. For spitfire and GT6 owners and enthusiasts only... but we accept Triumph all model guests at our meetings.

We organise 7 meetings (2-3 days) per year all around the whole of Italy and some one day only gatherings, the last was in Bracciano lake this August and the organiser is a chap named Lanfranco who owns a GT6 mkII, a Spitfire 1500 and a Spitfire MkIII!

This year there have been no big meetings, obviously, because of the covid 19.

Our second report this month comes from **George Rose**, a formerly Sussex based member, now living in Spain. His Herald convertible, known as Betty Blue was featured in Courier No.371 (May 2011) in the Herald 13/60 Register pages, reporting her trip to Spain with George and his partner Louise.



George has written to tell us what has happened since Betty Blue last featured in our magazine almost 10 years ago

She still lives with us in Moraira on the Costa Blanca. For the first few years she was our only car and used daily - we finally realised it was becoming a bit much so a Clio was then added to our "family".

So Betty, now having earned a semi retirement, gets to choose when she wants a "ride out"

Since we been here we have only done one long road trip which

was back to the UK and once again she didn't give us any troubles. In fact in 10yrs, she has never broken down, nor not started which is amazing - and just as well as I'm not mechanically minded at all. On this point we have been very lucky in finding guys who have serviced and kept her in good order. None of which would be possible without great service & knowledge from Rimmer & TD Fitchett (they are always very patient with me).

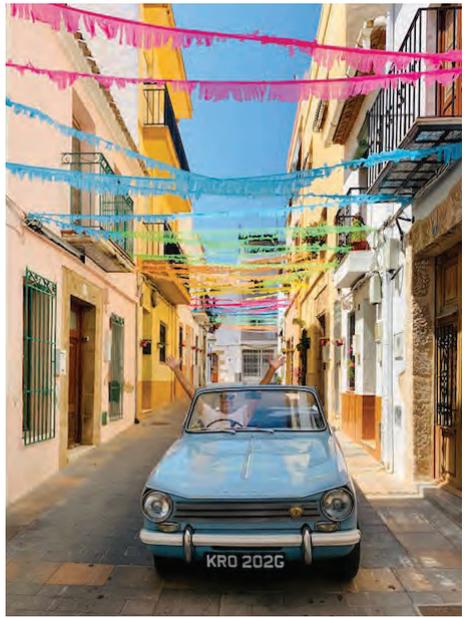
There was a recent Courier article talking about overdrive and how good/useful it was. We wholeheartedly agree with the sentiment, saying how important a feature this is.

We are lucky enough to have overdrive and find it invaluable both around town and faster roads - probably more so on a small engine - the reason for mentioning is only that if you are looking to buy or add it - for us it has been essential for the driving "pleasure"

In truth Betty has "aged" over the last ten years, with a particular problem being the paint work - she "sweated" under a rain cover which has caused her to cloud in places and no amount of polishing will remove it. This combines with the odd extra little dent - which often just appear!

I'm left thinking do I let her grow old gracefully (but still cared for) or get her fully "sprayed up"?

Still at the moment she turns heads where ever she goes and puts a smile on people's faces. We entered her into a classic car show at Denia Marina one year - she didn't win (or come close) - we might have improved her chances if I'd at least bothered to polish her and parking next to a gleaming



E-type didn't help her cause - but she flew the Triumph flag!

The fully compressive/agreed valuation insurance was sorted once I got a valuation from Marina Alta classic car club (nice bunch of guys -although my attendance is so bad I have to re-introduce myself) via a Spanish insurance company - it is much more expensive but we had no choice with the "90 day" rule applying to UK companies.

On the horizon - simply have to get her put onto Spanish plates - just always put it off - silly I know but somehow feels "less British" - but got to get over it and Brexit has forced our hand. We plan a road trip to and along the Pyrenees next September to finish my 60th birthday year in style - and how better than in Betty

In summary, it is more difficult and expensive to own a classic in Spain/Europe but not enough to stop you doing it if that's what you want and of course the climate is fabulous for any convertible

Finally for this month, we have an update from **Roger Daniels-son**, from Finland, who lives on the Aland Island. Roger writes: I own a 1966 Vitesse Mk I Convertible and a 1969 Herald 13/60. Both are LHD from factory. David Rumens published an article about my cars in Courier No 408 (August 2014), but that was six years ago, so I am sending a short update.

My Vitesse has a crack in the original engine block, and it was welded and repaired, probably in the 70's or 80's (picture). However, it is still leaking coolant and I had to do something. The car has been off the road for about four years now,

since it is difficult to find Triumph engines for sale here on this island. I finally found a few engines for sale in Sweden and I'm currently replacing my original Vitesse HC-engine with an engine from a Mk I 2000 Saloon. As you can see in the pictures I still have a lot of work to do!

I have been a member of the TSSC (most of the time) since 1986 and the club support and The Courier has always been a good inspiration. The TSSC forum is a great source of knowledge and it is such a friendly atmosphere there. I think the forum is very important for all members living abroad. For us, the forum is a place where we can meet and chat with



other club members since we can't attend local area meetings at the pub. Thanks for your support for members abroad!

Thank you so much to Pietro, George and Roger for taking time to share their stories with us this month.

We already have a few more reports lined up or promised, but as we aim to include updates - short or longer - on everything from shows and club meetings to members and their cars, we would love to hear from anyone out there in the TSSC world - from UK members, telling us of interesting or memorable adventures, but most especially from our International members, whose stories I am sure we would all love to share. So please write a few paragraphs, then send them to us - ideally with a few pictures - at tssc.international@gmail.com.

We look forward to hearing from all of you

Jess & John



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VEHICLE DETAILS

Model	Reg Number	Body Type	Engine Size	Tick if LH Drive	Manual / Auto	Year of Manufacture	Recorded Mileage at date of form submission	Date of purchase	Purchase Price

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

Body	Paintwork	Chrome fittings	Chassis / Underbody	Interior	Engine	Transmission	Electrical equipment	Estimated Value of Vehicle

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

A1+ TOP CLASS The vehicle must exceed A1 - TOP CLASS and with little effort to be considered for entry in concours competition and evidence of entry may be required.

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 roadworthy condition and be capable of satisfying an MOT Test requirement.

NOTE: A considerable amount of work may be required to make the vehicle condition A2 or better.

YOU MUST BE A CURRENT TSSC MEMBER OR TSSC VALUATION REVERTS TO 'MARKET VALUE'
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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.

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one from HQ on **01858 434424** email **info@tssc.org.uk** or Download and Print one from the Bottom of the TSSC Website Club page.

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

TSSC INSURANCE - CAR VALUES

MODEL	BODY	PROD	CC/Cyts	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
	dhc	1980-82	1998/4	10000	8400	5500	3150	1400
TR8 (Factory/Grinnall)	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)

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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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Out with the old

Hello folks, when compared with later standards the performance testing of the Vitesse was carried out using some fairly basic equipment and very early electronic aids. This month's article from **Andy Crouchman** covers the motoring press road testing and raises a number of very interesting points. Over to you Andy.

Thanks Dave. *'What'll she do mister?'* Back in my childhood (note: all cars were 'she' then and owners all men, at least according to the ads), that was a simple question to answer. 'This one will do 110', we'd say, looking at the speedo, while someone else would point out 'Well, this one does 120!' Later on, we knew better, so scoured the motoring press to see how fast our chosen or dream car was and how it compared to its rivals. So, the question of how fast our classic Triumph is (assuming still standard-ish - no pun intended) should be relatively simple. And, when it comes to a simple benchmark, we often still turn straight to Autocar. It's been doing it for years, has tested thousands of cars and has a reputation for doing it right. So that's where I turned to, to find out more about my '68 Vitesse Mk II's performance. Autocar's 7 August 1969 issue - some nine months after the car was launched - shows a 0-60mph time of 11.9 secs. Great - now we have a definitive answer. Or do we? Well, in its sales brochure, Triumph quoted a 0-60 time of 11.0 secs. In Motor, beating Autocar to the Mk II road test party by over five months, 0-60 was 11.3 secs. Books about Triumphs? Where a figure is quoted, it's often Autocar's figure that is 40



What'll she Do Mister?

shown. Drat - that's the slowest published 0-60 I've found and hey, I want to prove my little speedster is faster than a fast thing! What then is the 'correct' figure? Let's start with reminding ourselves what we're measuring. Back in the day, the benchmark for acceleration was 0-50 (half a 'ton') not 0-60.

The change gradually came about as international magazines started standardising road tests between countries and a 0-100kph time equated to 0-62mph or, near as dammit, 0-60. That's real life speeds but still fast - as in a mile a minute at the end - too. How was the time measured?

Back then (today, It's GPS and specially designed hi-tech equipment and apps - see <https://www.autocar.co.uk/car-news/features/90-years-special-history-autocars-road-test-procedures>), road testers would bolt on a 'fifth wheel'. This was essentially a bicycle wheel with a sensor and an accurate, checked, speedometer plus a good wind-up stopwatch or a bank of them, and a tape measure. Sometimes on bumpy roads the fifth wheel would skip and give a false reading but, for our purposes it was accurate enough to give good repeatable times, so let's assume the figures were accurate. Later, laser technology shining down onto the road and reading the reflection took over but both systems were less than

ideal. But that's only part of the story. It was not unknown for manufacturers to put up specially prepared cars for road tests. Jaguar's E Type famously allegedly ran Dunlop R5 racing tyres when it hit its magical 150mph top speed on tests back in 1961.

Most manufacturers would certainly select a 'good' car off the production line if they could and then tune the engine and set up the suspension to give the best possible results. Talk to today's rolling road technicians and they'll tell you that manufacturers such as Porsche typically underquoted their engines' power outputs (Rolls Royce simply said theirs was 'sufficient') while none I've spoken to has ever seen a TVR engine produce the figures its manufacturer said it should. So not being able to take manufacturers' figures on face value was one reason magazine road tests came

about anyway. Today, if a magazine wants to test something like the latest Ferrari or some other exotic hypercar, chances are it will arrive on a trailer accompanied by at least one engineer (with



laptop) and a vanload of specially selected wheels and tyres. Yup, some manufacturers take roadtests very, very seriously these days. Not surprising, as if the Bloggins Yeahyadoodah is half a second quicker to 100mph or 150mph that could cost millions in lost sales. Pub bragging rights still mean a lot!

None of which explains the 8%+ difference in 0-60 time between Triumph and Autocar on the Mk II Vitesse, so let's delve further.

Manufacturers didn't only quote engine power and car measurements. Triumph quoted a kerb weight (empty car with all fluids and half a tank of fuel typically) of 18.25 cwt (hundredweight), while Motor's all-up weight as tested was 22.7 cwt and Autocar's even greater, at 22.8 cwt (both showed different and higher kerb weights too – 18.9 and 19.4 cwt respectively). Tip: most extras such as a servo and even a radio add weight. An overdrive does too, but it can add mph at the top end as well. That's a big weight

difference – over four cwt (231kgs) or an increase of 24.9%, and is the equivalent of well over two people on board. Triumph's own figure looks low too, as the heavier Mk II (the rear suspension adds weight) quotes the same kerb weight as the 2 litre Mk I. When measuring our own car's performance we probably want to know how it goes with just us on board, so why did the magazines carry so much 'additional' weight? There will be small differences between individual road-testers' weights but, the big reason was quite simply the mags' tested with all their test equipment, plus driver AND a passenger.

The passenger was often needed to operate the instrumentation, while the fifth wheel system

added weight, as did the heavy Tapley meter that measured braking. Colin Chapman's Lotus cars went and handled so well because of his focus on 'adding lightness' and every extra pound or kilogram added

will mean slower acceleration, a lower top speed and poorer braking (on the plus side a heavy Vitesse four up will hold the road like nothing else).

As an aside, the best roadtests showed our Vitesse stopped well too, pulling 1.0g on hard braking – good enough for a 30 feet stop from 30mph. That's still impressive today. Not every test achieved that though and it could mean a pedal force of 140lbs or more (much less with a brake servo, although the car won't actually stop any shorter), and some testers simply never pressed the middle pedal that hard, as their road tests show. 1g was just about as good as you could get (some of my chums even argued it was impossible to generate more than 1g under braking on a road car) but the reality is that the way the Tapley meter works is to register

how far a heavy pendulum swings when you brake and 1g was its physical limit.

Back to speed. Motor and Motor Sport both used MWK 664 G while Autocar used MWK 666 G (do either still exist?), so there may have been small differences between cars. The biggest difference though (if we ignore driver skill which, with professional road testers, I hope we can – although remember that Boris Johnson was a GQ road tester back in the 90s and Jeremy Clarkson still tests for the Sunday Times) is weight. So, I'd argue that if you could go back in time and use the Motor car, drive it yourself with no test equipment or passenger, you should (just?) be able to achieve Triumph's own figure of 11.0 seconds and beat Motor's 'official' figures. Remember also that too good a figure in 1969 might have damaged Triumph's sales of its sportscars and even the newly announced 2.5PI (funny that most of their cars had a 0-60 time ending in .0 or .5 of a second too...) so it had little real incentive to come up with a roadtest special Vitesse. **Top speed?**

Best two way average looks to be 101 mph (Autocar and Motor), with a best one way of 103.5 mph for Motor and 102 for Autocar, while Triumph itself quoted 103 mph. And what about our cars today? When Autocar went back to re-roadtest a Herald 13/60, performance on the now well run-in old car actually bettered the figures for a new car. Not all such repeat tests did though. But engines often produced best power after being

carefully run-in – something we simply don't need to do on modern cars with their much tighter engineering tolerances. Now of course it's very unlikely our 60s engines will be producing as much power as they did then, and today's petrol is usually a lower octane rating but let's ignore that... We can of course go out and test all this ourselves on our own car.

Word of advice? Don't. Repeat: DON'T!

Why not?

Well, let's look at how to do the perfect 0-60 time and you decide... First, we'll need to ensure our 50 year old car is in pristine condition and the engine sound and tuned to deliver maximum power. That will also mean the ignition advance won't be far from causing pinking and so we'll be using the highest octane fuel we can buy (Tesco or Shell at 99 RON so far as I'm aware, if we ignore racing and aviation brews). The carbs will be balanced and properly tuned, the oil fresh, as will be the air filters unless we've removed them. We'll also strip out every ounce of weight we can. So out go all tools and bits n bobs in the glovebox, overmats etc. In fact, anything not bolted down. The car's paintwork will be highly polished and the car washed to remove all that mud hidden away underneath. If we want to cheat a bit, the spare and tools may come out too, wheeltrims removed (better still use aftermarket lighter alloy wheels), wipers removed and to improve aero

(only really noticeable at high speeds) we can remove or turn the mirrors and tape up all panel gaps. Oh and drain the washer bottle and run a smaller battery.

Convertibles will have a higher top speed with hood and windows up, saloons with all windows closed and all cars will have





' What could possibly go wrong? Well, just in case you missed the earlier warnings, I'll spell it out: damaged engine if you over-rev, burnt out clutch (easy to do but may be recoverable if you're lucky), damaged or broken gearbox, damaged or broken diff and broken rotoreflex joints on the halfshafts. If you really, really must try, first talk to one of the acknowledged Triumph tuning or racing experts and

the heater and vents off. We can go further and remove the fan belt and blank off the radiator but that will quickly lead to problems, so don't!

Brakes will be adjusted to minimise or eliminate binding. Tyres should be well run in (brand new tyres are too slippery) and we'll experiment with tyre pressures but end up with higher front pressures and lower rear ones. Zero degrees toe in should see minimal tyre scrub. As a driver, doing acceleration tests is a pretty brutal affair. First we need to experiment with how many revs we need at the start. We want to just lose traction but not enough to spin the wheels, while too few revs will mean bogging down and a slow time. If we get it right, we probably need (OK we need to test this too) to then run the engine close to maximum revs once moving (max power is at 5,300rpm) before grabbing the gearlever and almost smashing it into the next gear.

You may hear a slight crunch of disapproval from the gear teeth and if you beat the synchromesh, it simply won't go into the next gear at all. Same procedure for second to third, which we'll need to do in the high 50mphs (darn - if we could rev to 6,500 we could maybe avoid that but not with a standard engine and transmission).

A high grip flat road surface with no crown in the road is best too. Oh and we need a nicely hot engine (and gearbox and diff) but a cold dry day, giving maximum air density and so more power. Contrast that with today's mainly automatic or DSG cars where the procedure is: 'select 'Sport', engage drive and press the pedal on the right...

listen to what they say.

Then go along to somewhere like Santa Pod, which has a nice high grip flat surface. So, in answer to the schoolkid question 'What'll it do mate?', a fair answer for a Mk II might be '0-60 in about 11 seconds and top speed just over the ton (100mph). And it'll pull 1g in braking and close to that on cornering. So, not bad for a '60s car.' Let's just hope no one ever asks us to go out and prove it... Maybe the best answer though is in the sales brochure: '...happy to potter along at 20 in top'.

Here are some pics from the Autocar article showing a fifth wheel being attached, plus later equipment - the latest Vbox equipment even being in colour!

PS. The Brooklands books are very good compendiums of contemporary roadtests and thoroughly recommended. However, I've never seen a road test of a Mk II convertible and would love to know how saloon and convertible compared. If you know of anyone who tested one, do let me know.

Thanks, Andy for an interesting article which is very much food for thought.

One thing is for sure all Vitesses were capable of being a traffic light dragster back in the 1960's due to the amount of torque produced by their six cylinder engine.

Well that's it for this month. See you all in November. **Safe Driving & Keep Running On All Six,**

Dave



BOND EQUIPE

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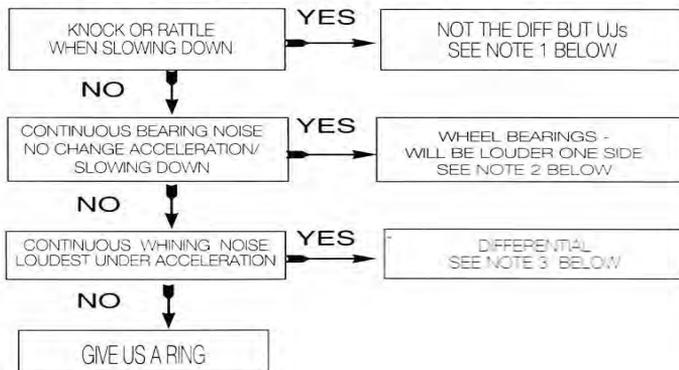
Sounds like Trouble!

The following was actually carried out on a Mk 1 Spitfire, but the comments are also relevant to all the small chassis none rotoreflex cars.

I had a request from an Andover Area member, Kevin Hill, to help him try and trace a clunk in the rear of his 1964 Australian built Mk 1 Spitfire. He brought the car over from Australia about 2 years ago, and has given it light restoration including floor-plans and a respray. The car is now looking good, but had an annoying clunk at the rear end. He thought it was coming from the diff so asked if I could find one from my spares and give him a hand fitting it.

Now over the many, 40+ years now, of playing with Triumphs, I am a subscriber to the John Kipping view that clunks and knocks are not the diff. (For those of you who do not know him, many years ago he was the TSSC spares co-ordinator and then set up a very successful Triumph spares business before selling up - the business is now known as Canley Classics - and moving to New Zealand)

NON ROTOFLEX SUSPENSION ONLY



HERALD / VITESSE 6, I /SPITFIRE, GT6 I & III LATE

NOTE 1

A rhythmic knocking when slowing down is caused by Universal Joint problem, either due to:-

- (1) Worn Universal Joints
- (2) Worn yoke or flange
- (3) End float in UJ

Wear in the UJ is cured by replacement, but read on

Wear in the yoke or flange is evident from the circlip rubbing against the UJ and causing a shiny ring, and the only permanent cure is replacing the flange or halfshaft & yoke assembly.

If all the above has been done and still there is this tapping noise end float in the UJs is the answer and this is cured by fitting oversized circlips to give preload (tightness) in both planes.

NOTE 2

When the needle roller starts to wear it eats its way into the shaft causing a grinding noise of munched metal from one side of the rear of the car. Often the noise is worse with light cornering. This is an expensive noise as it invariably means the halfshaft is scrap and must be replaced. Putting the job off until the noise is excruciatingly loud can result in damage to the bearing housing. To do any work on the shaft required the removal of the hub - a job which must be done with the proper equipment to avoid scrapping the hub. A three legged puller will rarely do the job - in our experience the original Churchill designed tool is the only one to have a 100% record. Customers are welcome to bring their own hub units to have the hub separated. Our labour charges are as follows:-

- Pulling the hub £5.00
- Rebuilding shaft £10.00

NOTE 3

The differential gets blamed on all too many occasions when experience has shown that in general differentials do not cause knocking, vibration, or rattling. Whining is usually a sign that the hardening on the crown wheel has worn through and the noise will be loudest on acceleration either disappearing entirely or becoming very low on overrun/deceleration. The pinion bearings can be a problem but the noise is from the centre of the car (not on one side) and is very short term - ie, the bearing collapses, the oil leaks out and the differential seizes.

In the old days the JK catalogue was a mine of useful information, which I still use for reference - I attach an extract relating to 'Rear End Noises'.

Anyway to return to the job in hand, although I did take a diff with me, when I started looking at the car, I was looking elsewhere for the cause of the clunk. The obvious cause would be a worn UJ, or a trunnion, so I started with looking at the UJs, and found some play in a fairly recently installed UJ on the propshaft - bingo I thought, so prop out, replaced the UJ, prop in, out for a test drive, clunk still there. So more searching and found a little play on one of the wire wheel splines, swapped for the spare wheel (bolt on) clunk still there. By now we has done a day's work, so although we could see no play decided that the next job would be to replace rear trunnions and bolts, so these were duly ordered.

A few days later, I went back for another day. Deciding it was easier to take the driveshafts off the car the do the trunnions, we also took out the rear spring to give it a check over, and oiling. The nearside trunnion was dismantled, and we started installing the new trunnion kit - now I know where in the UK it came from but I guess it was made in China, and the outer flanges of the nylon inserts were thin, so it was difficult to put the rubber seals on, then we found that the

inner and outer metal washers did not fit together, and were very poorly pressed. A bit of fettling later we were ready to insert the driveshaft back into the upright, and of course it did not want to fit, so we fashioned a spreader from a bit of studded bar with two nuts on the inside of the spring eye holes.

This allowed us to open up the upright and then fit the



driveshaft with no trunnion in and the driveshaft was then refitted to the car. So then we started on the nearside. Having stripped the driveshaft down and putting it in the vice, I found longitudinal play in the bearing - as can be seen in the photos, in all other respects it felt



fine, but maybe this was the cause of the clunk.

It was then a case of going home and searching through my spares to find a driveshaft with a good bearing (one job I have never done is replacing the bearing, but I have heard tales of the modern bearings being of poor quality so prefer to use a good original if I can). I found a good driveshaft and replaced the UJ as a matter of principle, then returned

to Kevin's. We then fitted the trunnion as before and the car back together, and yes that was the clunk – so once again JK is proved right!

Now I should include something strictly Bond related in these pages, and have heard of two red 2 litre Convertibles for sale. The first is unusual being LHD. I heard about it from **Christophe Schlepper** in Germany who went to look at it. He was told by the seller that it was originally from Canada then was re-exported to the Netherlands. Christophe decided that it needed more work than he was able to do on it, given that he had a number of projects awaiting completion, including "two Triumph Herald conv. and a classic tractor". He told me *"The car is nearly complete (missing moulding on the front wing, not the original steering wheel). But it needs a lot of work. Probably it's necessary to do an off frame restoration to do a proper job to such a unique car. Former owners did some welding to the frame (Outer sill and rear outrigger) but there is some corrosion on the floor panel on different sides. Unfortunately*

no overdrive. The engine is not the original one. It is from a Triumph 2000 starting with ME, so to my knowledge less power. It needs a complete respray with some deep scratch on the fibro-body."

From the photos Christophe sent me and the commission number details I was able to find the car on the Bond Equipe Register I hold, from back in 1993 and it was in the Netherlands then. If anyone is interested I can put you in touch with Christophe about this car.

The second car is currently owned by **Paul Grogan**, who is well known in Bond circles, and who



has written a book on *"Bonds – Sharp's Commercials and Bond Cars Limited"* (ISBN: 978-0-9543265-5-5). He has carried out a lot of fettling works to the car over the last couple of years but has now decided that it is time for 'Cilla' as the car is known to move into the care of a new owner. Paul can be contacted on paul@theclassicmoulton.co.uk, if you are interested in the car or indeed in buying a copy of his excellent book.

Finally – yes at last we actually managed to go to a car show, this was quite a small local one but



great to get out and do something normal for a change, it was the first proper run out for my convertible since refitting it following it's respray last year.

Guy



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My Triumph Life

Hi, I hope this edition of The Courier finds you and yours as well as can be expected in these challenging, changing times!

As most, we haven't been or done many things. I have attended a couple of impromptu meets, but as the weather has been fine, and just Harry and I, the Spitfire has been used. As I have stated before, and not trying to point out the obvious, but every time I drive the Spit and then 2000 back to back, I just can't believe they were for sale in the same dealership at the same time from the same manufacturer!

I was most pleased to receive communication from **Ed Antonello**. He has been kind enough to write an article.

Hi Carl

As promised here is a brief version of my story of how I became a Triumph Enthusiast.

Every Triumph enthusiast has a story, so here is a brief version of mine, in which I hope you find an interesting read.

I first got interested in Triumphs at the age of 10 when my step father had his Damson TR6 sat on the drive which he has owned since the age of 21, at the time was in bit of a dilapidated state, it was then decided that a full restoration would be undertaken to a concourse standard in which I followed its progress all the way, After the car was finished I at-



tended quite a few TR register meetings and concours events with him with great success.

After getting my teenage years out of the way and settling down with family life and get-



During this period I also joined the Triumph Sports Six Club where as I liked the thought of owning a Spitfire and GT6 's on which I will come to later although my heart has always been set on the 6 cylinder Triumph models.

ting on the property ladder I bought my first Triumph, a white Spitfire 1500 although a beautiful little car it was not my thing as I didn't get my fix as it was the 6 cylinder cars which I adored. But During this period is where I started to attend the

Somerset Tssc Meeting's where I met Martin Hughes who was the area group leader at the time along with Adrian Harris



search carried on until I found the mk2 2.5 PI face lift in Honey Suckle which I own until this day.

The body work was solid which sold me the car but the engine had been replaced with a 2000 block by a previous owner and the fuel injection had been removed. So the intention was locate a 2.5 pi engine and put it back in at some point.

I drove the car how it was for a year then it spent 2 years in my uncles garage as we bought a house and totally renovated it. I have recently started a new

and Colin Fowler who made me feel very welcome.

Adrian had a few mk1 and mk2 2.5 pi's which is where I got my addiction for the 2.5 pi saloon's, including the (ASBO) which was a Valencia blue mk1 2.5 PI which was a very quick car and when taken out in it would just brighten up my day

I had a brief romance with a mk1 GT6 which I purchased after selling the spitfire, I would have loved to of kept the GT6 but it needed a full nut and bolt restoration but at the time was just not a financially viable option so with a heavy heart decided to sell.



Job working for Revington TR who are suppliers of standard, improved, and modified parts and also have full



So I searched for a 2.5 PI saloon and found a royal blue 2.5 mk1 PI on the internet but I was beaten on bids, so the

workshop facilities which offer servicing and general repairs to a full



restoration or race and rally preparation which I enjoy thoroughly. It is now my intention to make my car a little hotter with a TR5/6 CP 150 BHP spec engine and after a conversation with Brian Culcheth at the Sherborne classic and super car day maybe a set of Weber 40 dcoe's and an extractor manifold but only time will tell.

Anyway I hope you have found this short hand account of my involvement with Triumph cars interesting. All the best

Ed Antonello.

(I have attached some pictures for you. The TR6 which started it, my Spitfire 1500, a picture of Adrians mk1 pi and Colin's pi estate Adrian's many pi's and a picture of me in the workshop at Revington TR and my current car that I will not part with)

Thanks again Ed for all your time and efforts involved with the article. Much appreciated.

I can't recall if I have added this one before, but as you probably know by now, I do like an advert or two for the big saloons, so will try and keep them up each month.

Take care, Be careful out there.

Carl

From those wonderful people who brought you the Stag, Dolomite, Dolomite Sprint, 2000, 2.5 PI, Spitfire, GT6, and TR6.

The new Triumph 2500 TC.

Our new 2500 TC has a pretty impressive pedigree to live up to. So we've made sure that it does - with traditional Triumph style and dash.

The result is a roomy five-seater, that has neither forgotten its sporty family background, nor the present price of petrol.

Even when driven hard, the smooth six-cylinder engine, with its finely tuned SUs, quietly delivers more mpg than you could rightly expect from a 2½-litre.

It can top 100 mph, achieve 0-50 in 8.5 seconds, yet return around 31 mpg at a steady 50.

Inside, we've paid a lot of attention to comfort - and safety.

A comfortable driver is a safer driver. In the new 2500 TC, the big comfortable seats come in a choice of corded Bri Nylon or 'breathing' vinyl. Front seats are reclining - with optional head rests - and fitted inertia reel belts. There are also three rear seat belt anchorages.

A seat belt warning light is fitted for the first time on a British production saloon. Also standard are hazard warning lights. Anti-burst door locks - child proof on the rear doors.

A heated rear window. Dipping rear view mirror, with break-away support. Padded fascia sunscreen, parcel shelf, and sun visors. And on the outside, a driver's door rear-view mirror.

The Triumph 2000 and 2.5 models, incidentally, have been up-dated too, and the 1974 versions include the main features of the new 2500 TC. So now there's a full range of six-cylinder models to suit all tastes.

When you see - and try - the new Triumph 2500 TC, you'll be comparing it with cars in the luxury continental price brackets.

In fact, the 2500 TC is better value. That's the wonderful thing about Triumph - good engineering doesn't cost you the earth.

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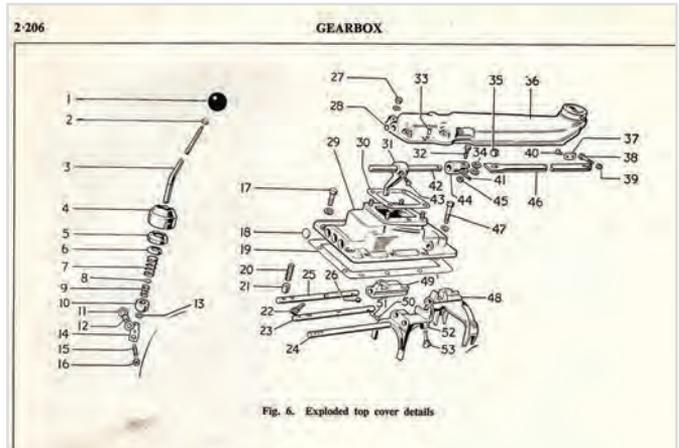
David Jackson had been in touch with us asking for some advice on fettling the sloppy gear box change on the Mk3 Spitfire he'd recently bought. We were able to scan the relevant pages of an original workshop manual to try to help, and Guy did advise him to try to retain the original ball (No 10 in the illustration) as he had found that some of the repair kits available these days were not very good quality and he had heard that the reproduction items frequently failed. More than once someone has asked him if he has any originals because of that.

When I subsequently asked if he could do me a piece for these pages David very kindly obliged.

"I had a Mk4 Spitfire during the wonderful summer of 1976. At the time I was a student apprentice and had a 60 miles daily commute. As autumn turned to winter, I sold it in favour of a Ford Escort but the memories stayed with me so, now in retirement, I started to do some research to seek out another.

The car I bought was first registered in April 69. It has only had three former keepers, the previous since March 1983. It has 54,000 recorded miles with all MoTs and a fully documented service history to back this up. The last MoT expired in 1987.

The project to return it to the



road was started by the previous owner in 2016. It has a fully photo documented body-off, stripped to last nut & bolt, bare metal restoration using many brand new replacement parts. After three





foaming and reupholstering the seats and I have a new glove box to fit. The door gaps aren't brilliant but I'm not sure what, if anything can be done to improve them. There remains an annoying oil leak from the gearbox but otherwise the car now looks and runs very well. It's certainly a head turner, especially to gentlemen of a certain age.

Notably, the Forum and my two near Area Organisers, Manchester and Cheshire, have



years it was, for private reasons, completed in haste and then put up for sale. I bought it in the knowledge that it had not been used since being MoT'd and would require a bit of finishing and fettling to put it into pristine condition.

I had it delivered to my home by road transporter. During my first drive around the locality I had my wife follow me with a boot full of tools and a tow rope, just in case. Needless to say, within a mile from home I had my first breakdown and suffered the indignity of needing a tow home.

The cause was an internally rusted fuel tank. I bought a replacement and cleaned out the fuel system. My next job was to re-bush the gear change mechanism. [Suzie note: see above] This made a huge difference to gear selection.

The car was running rich and not responding well to the throttle inputs. I managed to find in my loft a workshop manual, Colour Tune and Gunsons Carb Balancer, last seen 44 years ago! I then discovered that the jets had seized within their adjusters.

Another problem was that the horn didn't work. I discovered that only one had been refitted and that it would short with 12v applied. This had blown the fuse. This made me a little suspicious regarding the integrity of the MoT. I bought a pair of replacement horns and a fuse but still no horn. I discovered that the earth strap between steering column and rack was missing.

It's a lot of fun to drive albeit I haven't done many miles in it. I'm currently re-

been very welcoming, helpful and informative, always keen to share their knowledge, experience and enthusiasm, much appreciated."

I'm sure David will continue to enjoy fettling and using the car. What a good idea – to choose to buy a Spitfire! I would echo David's comments about the help and advice Club members on the forum, and in your local area can provide when tackling any project, large or small. This year's trials and tribulations have made local meets difficult, if not impossible in some areas, but there is a wealth of knowledge out there - and a lot of it can be sourced through the club members – or just call us and ask Guy!

My memory is definitely completely shot. When I was writing last month about Jonathan Cronin's Wipawash, and previously about Clive Wakeman's wash & wipe accessories something was niggling around in the back of the noggin and Guy clarified it when he

started to clear out our conservatory preparatory to taking the roof off to getting the house re-thatched soon.



The item that had briefly wafted through my brain was this Hills Vari-Wype that's been lurking for some years among our own small collection of period oddities. I think this one might as well remain in its pristine condition as most of our cars are pretty original, although a slightly faster wipe speed on the Spitfires would occasionally be welcome.

A request now from a new Club member, **Tom Grindley**, who would love to find out something of the history of the car he recently bought. It's a 1969 Mk3 Spitfire, OBN 129G.



"She was in a bad way when I bought her a short while ago and she is currently undergoing a big overhaul to bring her back to her best! Loving every second and so would be great to get in contact with anyone who knows anything about her history. The original colour I believe is red and it has been green at some stage of its life. We stripped back some of the paint and can see the layers and colours used. The most recent being black of course but it literally looks as though the previous owner used a tin of black decorating paint and a paintbrush to go over the car! Needless to say she will be returning to her glory red days!"

This not being a car which ever made it only my very small register, I wondered if anyone out there might recognise the car and be able to shed any light on its history. If so, please let me know and I'll put you in touch with Tom.

You will see in Guy's Bond Equipe Article that he has been working on **Kevin Hill's** Australian built MK 1 Spitfire. Much of the car is as per the UK version, however, one thing he did pick up on was the rev counter. At first glance it looks like the standard UK Jaeger tacho but looking more closely it reads up to 7,500 rpm, but the 75 being

in a different font. We haven't quite got to the end of the gadgets and accessories fitted to **Clive Wakeman's** Spitfire – nearly, but not quite.



The car was fitted with an Oil Safe unit and TALLI Temperature and Liquid Level Indicator. The leaflet for the former says: "When a fault occurs, the special cutout in OILSAFE stops the spark plugs from firing and the red warning light [on the dash unit] glows."

"When the oil system fails to function correctly. **OILSAFE** stops the engine automatically **BEFORE MAJOR DAMAGE OCCURS.**"

Should OILSAFE cut your engine at an inconvenient moment, the overriding switch can be used to get you out of trouble and off the road."

The **TALLI** "is a new British invention designed to protect your engine against the damage caused by overheating. Damage that can be dangerous as well as expensive, possibly to the extent of destroying lubrication of moving parts."

"**TALLI**" fits into the radiator header tank and when the pre-determined low level or excessively high temperature point is reached the unit relays a signal to the panel mounted warning light. This visual alarm provides ample indication of the danger zone, and sufficient time for action to be taken."

The original owner obviously took great care to ensure that his Spitfire was the best protected, if not the best car, around. No wonder it's still around and doing well, and brilliant that all the documentation was kept with the car.

And finally, I had an update on **Triumph** my adopted koala in a newsletter last month.

"Triumph is still our number 1 boy getting more gorgeous by the day! We have received the first version of his prosthetic foot but it still needs a lot of tweaking before he can use it - but as this is the first koala prosthesis in the world there is bound to be some trial and error. A second prosthetic is currently in development in the US, however, due to Covid-19 there will be some delay before we receive it.

TALLI
TEMPERATURE
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There are no external moving parts and the whole unit is completely safe, having no electrical connection with water.

It is simple to install and requires no expert knowledge. Price complete with hole saw, supplementary panel sealing grommet and wiring instructions 88s.

TALLI Road to Milton Keynes



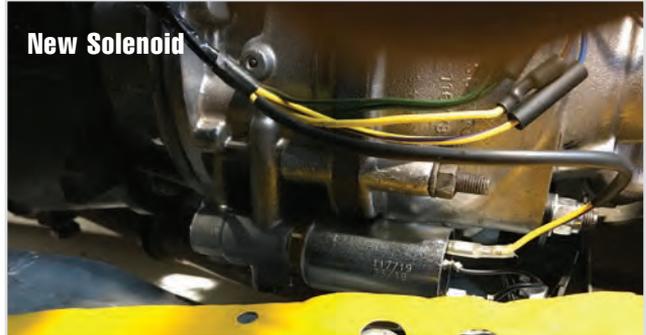
Fingers crossed he will find this second prototype helpful – watch this space!"

Suzie

Overdrive Issues!

OK so I should know better than to count my chickens before they have hatched or indeed think I've got a working overdrive before I've driven it for more than twenty minutes!

Let me try and explain: A few weeks ago, after work on a sunny Wednesday evening, a group of us set off from MIRA for a 50 mile round trip - stopping at a country pub for a shandy and half price pub grub (thank you Boris). As we set off all was good, the 'A' roads meant I could quickly get up to a reasonable lick of speed and flick the



New Solenoid

and the satisfaction of six; gears' - it was not to last!

After approximately twenty minutes the overdrive gradually 'faded' away until it was no more. When I arrived at the pub I d i s -



Pit Stop



Sea view

overdrive in and out, enjoying the ease at which it changed

cussed the problem with my colleagues and carried out a few simple checks - electrics etc. There was nothing obvious to 'blame' for the issue. 45 mins later, after a shandy and some fantastic fish and chips we set off home, and was quickly on an 'A' road driving at 50mph plus and hey presto the overdrive was working again! 15 -20 mins later it had 'faded' away!!!!

I immediately suspected the solenoid or the grade of oil so that Saturday I replaced the 'old' solenoid with a brand new shiny one from Mike Papworth (along with taking further advise) and replaced the EP80/W90 with EP80, which I didn't expect to make any difference but if I'm trying to eliminate any possible causes I



Fish & Chips



Size isn't everything



I sea no ships!

thought I'd do everything by the book.

The following day was a pre-arranged Sunday drive to Wells Next the Sea so an ideal opportunity to try out the improvements. However, to my disappointment it was exactly the same, although I did notice that at approximately 65mph the overdrive attempted to work again and at 70mph it appeared to work perfectly.

So now my thoughts are that with increased speed comes increased pressure so on my list is to drop the inspection pale and check the filter and pressure relief valve. I've also been advised to supply the solenoid with a separate 12 volt feed as it could be a 'current' draw issue (I'm not an electrical engineer - but it's an easy mod' so I'll do it, if nothing else it elimi-

nates the wiring as being the problem!). Watch this space.

To finish on a high note, Wells Next the Sea was great, the sun shone, in good company and more fish and chips, pictures attached.

Help Wanted.

I've started to bleed the rear nearside brake on my 1969 Spitfire, I opened up the nipple and pumped the brake pedal and fluid came out but then stopped. There is now no resistance on the brake pedal and

I am unsure as to what to do. Can you help please?

Mike

Dear Sir

Can you help, I have a friend with a Triumph Spitfire fitted with a 1500cc Dolomite engine. He is not in a position to work on cars so I have got the short straw to try and sort his problems.

The engine was over heating, I checked out the rad and thermostat, changed thermostat and flushed rad with no success. I then removed the head and head is converted to unleaded fuel, fitted new valves and rockers, water pump, flushed engine, fitted all new piping, new heater control and stainless steel pipe under manifold. Restarted engine and to my disappointment no better.

Do you have anyone in your club please that might be able to help and maybe could talk to.

David

Hi Steve,

Please can you pass on the following to Julian the Yellow 1500 Spitfire owner.

I own a 1973 Mk3 GT6. During the 33 years of ownership there was about 20 years when the car was not on the road. Getting it to run again reliably in 2012/13 was difficult and it kept breaking down similar to your description and like you I thought it might be a fuel problem.

In the end the main problem was the small earth lead inside the

distributor was broken. Only the copper conductor had fatigued not the PVC insulation and so the earth would make when cold but break when hot.

This might not be the same problem as yours and it is a relatively easy thing to check although the small lead will need to be removed from inside the distributor to check. Hope this helps
Regards

Andrew.

Hi Steve.

We had a little chat a few weeks ago about pinking on my sons Spitty. We did talk about changing the thermostat amongst other things including changing the coolant as we were running the waterless type.

It turns out a few days after we had our chat the car blew its head gasket only 600 miles after the engine rebuild. So much steam out the exhaust. We did think it may have something to do with the coolant but having had a chat and showing the gasket to a garage professional (of some 40 years experience) he feels we have just been unlucky with a

very poor quality head gasket and I would tend to agree. He recommended Payen head gaskets and now having seen it I can see his point. My son has now banged it back together using two different torque wrenches to make sure the blessed thing is tightened correctly and will do the same in a couple of hundred miles just like he did with the last one.

Since this has happened he has only done about a mile in it due to lack of confidence and poor weather so the pinking issue has still not been addressed. He does have a summer thermostat in at the moment and he insisted in using fresh waterless coolant again.

My son works in electronics and wanted this car to teach him general hands on skills. He's had the car 5 years now and under my watchful eye only, has gained immeasurable practical skills which we owe to his Spitfire. It's been worth every penny for these life skills.

If you want, maybe we could put something together for the mag? It's up to you.

I'll keep you posted on the pinking.

Regards

Nigel Hawkes and son Nathan.

Nigel, please do keep us updated on your progress and I think it's fantastic that these old classics are being used to pass on the basic mechanic skills.

Steve



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13/60LAMPNEO 13/60 Lamp Shroud £12.00

Self adhesive. Both include Stainless fittings





Readers Write

e-mail: courier@tssc.org.uk

Environmental Concerns

Dear Sir,
As an avid reader of The Courier I note that environmental concerns are now frequently mentioned in the various articles. As historic vehicle enthusiasts it falls to us, as much as anybody else, to be prudent always and frugal wherever possible.

But one should not overlook the broader context. Aviation, for example, is a severe cause of environmental damage; return trips to common destinations in the Mediterranean involve burning (roughly) 40 to 80 gallons of fuel per person.

For myself, I reached the conclusion that using both aviation



Fuel Scrubber from Early Herald Register Sept mag.

and motor vehicles is asking for the bread to be buttered on both sides. Not a hard choice,

I'll do without the air travel.
Yours sincerely,

CJ Hawley



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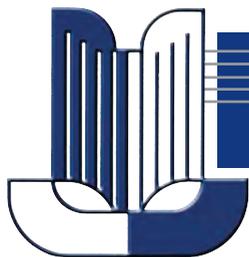
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Show & Tell

By Malcolm Huxtable

DIY Gearbox Oil Filler

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

Your Gearboxes and differentials need to be lubricated or they will stop working and then raid the cash out of your bank account. In general, the gearbox and differential should not use oil but with old cars they do tend to leak a little bit and so may need topping up. The gear-

box and differential were also "fill for life" with the maintenance schedules only stating that a level check and top up being required. Considering the age of our vehicles it may be prudent to replace the driveline oil.

The level/filler plug on the gearbox tend to be fairly inaccessible. On the Spitfire and similar cars the gearbox tunnel cover can be removed for better access but this is fairly involved and time consuming process just to put a bit of oil in. The level/filler plug on the differential is a bit easier to access but in both cases if you are under the car you need to get the oil to go uphill to get in the gearbox or differential. You could work above the car and use a pipe and a funnel but the risk there is wasting a lot of oil if working on your own.

Solution

There are commercial pumps that you could purchase to assist in topping up your oil but you can also make up a pump of your own out of bits and pieces you may have lying around the workshop.

You will need to gather the following items:

- A one litre plastic container with an airtight lid e.g. a wind-screen washer solution bottle. Preferably a HDPE bottle, they are usually white translucent not transparent.

- around 50cm of PVC pipe with an 8mm ID and 11mm OD.

Tools:

- Drill and drill bits or you could use a step drill
- Hot glue gun
- General tools – cutters, knives etc. etc.

Method:



Pic. 1.

1. Ensure the bottle is clean of any previous content and dry
2. Drill a 10mm hole in the cap of the bottle
3. Pass enough of the PVC pipe through the cap to reach the bottom of the bottle
4. Hot glue gun around the PVC pipe to seal the pipe to the cap
5. Fit the cap and pipe to the plastic bottle
6. Blow down the pipe to check for leaks and then seal any leaks found.

You should now have your very

own DIY gearbox oil filler. **PIC 1**

There are commercially available squeeze bottles of this type, (search ebay for "Wash Bottle") but the tubes tend to be too short for our purposes and they are designed for lower viscosity liquids such as water and liquid soap so the diameter of the pipe tends to be smaller.

Usage

Using the gearbox oil filler is really simple

1. Remove cap of DIY oil filler and fill with the correct grade of gearbox oil. You want the filler to be at least 50% full but more won't do any harm as we won't be wasting any oil.
2. Refit the cap and PVC tube to the bottle.



PIC 2

3. Raise the car and support securely with axle stands. The car needs to be level.
4. Crawl under the car and lo-

cate the level/filler plug of the gearbox or differential.

5. Remove the plug
6. If no oil comes out of the hole with the plug removed it needs to be topped up
7. Insert the end of the pipe into the level/filler hole
8. Squeeze the bottle to force the oil up the tube and through the level filler hole



PIC 3

9. When oil starts coming back out of the hole, the oil is at the correct level
10. Stop squeezing the bottle and the oil that is still in the pipe will return to the bottle
11. Refit the plug
12. Return any unused oil in the bottle back in to container from whence it came for use at a later date

If you are doing a complete oil change just refill the bottle with oil and repeat steps 6 to 9 til full

Where can I get them?

The one litre bottle should be in your box of useful things too good to throw away. If you are struggling you can source them from eBay but do you really want to fly an empty 1litre plastic bottle from Hong Kong? There are UK sellers that will sell you 5 one litre bottles for around £7.99.

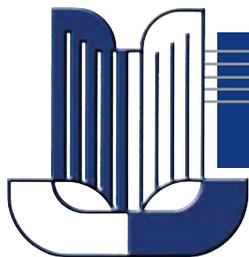
The PVC pipe can also be sourced from eBay. Search for "Clear PVC pipe" you want 8mm ID and 11mm OD pipe. Price depends on how much you buy but if you buy a 5M length you should get it for around £1 a metre with plenty left over to go in your box of useful things.

Conclusion

Checking gearbox and differential oil levels can be one of those jobs that you put off due to the difficulty in accessing the filler/level plugs and then getting the oil into the gearbox or differential. Gearbox oil does have a distinctive smell, even my wife knows the smell of it! If you manage to spill any the smell lingers for ages, get it on your clothes and it is worse.

With this DIY oil filler the chance of spilt oil is reduced and the actual process of checking and filling the oil is easier meaning that you will be more likely to check and top up your gearbox and differential oil level.





Lockdown Pampering 1.

By Mark Smith

Great Aunt Mildred is pampered... ..eventually

Not sure when you will get to read this but at the time of writing it's the last few days of May 2020, some three months into the Coronavirus Lockdown. I hope you and your families have come through this unprecedented world pandemic safe and well.

I made a mistake, when the Lockdown was announced. I should have gone round to Mildred's lock-up and liberated her but I didn't. I left it too late to move her and so there she had to remain. Oh, some would say I should have just gone and got her anyway. After all, the lock-up is only in the next road, which is about half a mile away. From our upstairs box-room at the front of the house I can look over the gardens of the houses opposite and across the track of the Great Central Railway and see the roof of Mildred's garage, she is actually that close!

I could have taken a chance and gone and got her but, perhaps unlike some more modern Classic cars, Mildred is a bit more conspicuous. Her design being more akin to pre-war cars than those of the early 1950's when she was built could make a Mayflower a bit more noticeable and the last thing I wanted to do was to draw attention to myself and have someone complain that I should not be driving the car when we've all been told to stay at home or it would be just my luck to find there's a Police-



Mildred Mayflower

man stood on the corner as I drove Mildred round to home! Maybe many would say I was being a bit paranoid but as I see it, rules are rules so before doing anything I contacted Leicestershire Police and explained my plight and what I wanted to do and asked if it would be OK for me to go and collect the car, drive it straight to my house where it would be kept off the road and behind locked gates so I could carry out a few little maintenance jobs while we were all confined to home. The reply was courteous but adamant, it would be 'an unnecessary journey' and was therefore forbidden under the Lockdown rules in place at that time.

So, that was that then. Irritating, but not entirely unexpected and the rules were there to try and keep us safe. Not to worry, I had plenty of other things to occupy my time. Being lucky enough to have a garden to spend time in as well as helping my daughter to accomplish a few design technology projects whilst she was off school. Life drifted by in a surprisingly pleasant and peaceful way helped greatly by the weather which, up until the time of writing at least, has been very nice so time spent outside was no hardship. I was also quite content with catching up on some reading in our pirate themed summerhouse and can thoroughly recommend 'McQueen's Machines', a book I bought last year about the cars and motorbikes the late actor Steve McQueen had owned and had so far not had the time to read.

Time drifted by and eventually the government eased the Lock-



Number plate in Down position

high visibility brake light above the number plate, obviously as a result of finding that even the traffic in the 1970's was moving at a faster pace than Mildred was designed to do. Plus, the original small round brake lights fitted to the lower outer edges of the Mayflower's rear

down rules enough that I thought gave me wiggle room to legitimately move Mildred round to home so, after spending a Friday afternoon jet washing all the winter cobwebs from under the carport (which led to jet washing the whole of the drive way as it does) I eventually brought Mildred home on Saturday 16th May and work could begin.

I had three particular jobs I wanted to do, one necessary and two that were more cosmetic than anything else.

The first of the cosmetic jobs was to sort out the rear number plate. As I am writing this piece for publication within a number of different club magazines as well as Internet platforms, I had better explain to the uninitiated that the boot lid of the Mayflower was designed so that it could be lowered and used as an extra luggage platform, perhaps to strap a wicker picnic basket to. This was very much a pre-war idea and as the number plate has to be legally visible at all times, the Mayflower's number plate was hinged so that it would hang vertically with the boot lid open. This was a problem on Mildred. An owner in the distant past had fitted an extra

wings just could not be seen anywhere near clear enough by speeding Mk1 Escort and Capri driving 'hooligans' with their Starsky and Hutch style stripes down the side, wearing faux leather driving gloves adorned with a sporty Formula 1 crosshatched motif and two six feet long green fiberglass aerials mounted on the tops of the rear wings and flaying around like something demented!



High-Vis Brakelight

The additional brake light was a brilliant idea back then but as even the smallest of modern cars is now able to out accelerate the boy racers of forty years ago, I am more than grateful for it! However, great idea that it was, it was fitted to the boot lid immediately above the number plate mounting bracket so when the lid was lowered, the number plate light which moves with the plate, jammed on the auxiliary brake light, preventing the number plate from hanging vertically. OK, this was probably never going to be a problem to me. The chances of driving the car with the boot lid open is probably not going to be very high but I suppose I must be a little bit OCD as I like things to work as the designer intended.

The auxiliary brake light only needed to be raised up the boot lid by around a quarter of an inch but these jobs are never as simple as they first appear, are they? Of course not! Yes, I could have just moved the light, but the number plate mount was rusty. Can't have that! As my parents would have said, 'If a job is worth doing, it's worth doing properly' so off came the number plate assembly! The number plate was removed from its back plate first and then, after the wires were removed, the light was also unbolted and then the whole assembly was unbolted from the boot lid. The various parts were cleaned with wire brushes etc before rust killer was applied and then given a coat of black spray paint.

While the number plate assembly was drying, the auxiliary brake light was removed. As I said earlier, it only needed to be raised by a quarter of an inch but I had been concerned that the original fixing holes would be left visible which would be unsightly and had wondered how I was going to fill them. As luck would have it the problem was sorted for me as the mounting plate of the light was so deep that it covered the old holes once mounted in its new position. The plate fits nice and tight so should not allow water ingress that would cause the holes to rust but as an extra precaution, I cut a gasket out of a small sheet of 1.5mm thick rubber gasket material I had ordered off eBay to complete another of the little jobs I had lined up, details on that to follow. Once dry, the number plate mount along with the number plate and light were re-

fitted and now the assembly hangs vertical when the boot lid is open, just as it should do. Of course the auxiliary brake light can't now be seen if the car is driven with the boot lid open but that is a whole new kettle of fish and anyway, the car is unlikely to be driven with the lid open.....unless we decide to go on a family picnic with the wicker picnic basket strapped to the open lid but hey ho, life is rarely perfect! The new rubber boot seal purchased Job number two was not cosmetic it was absolutely crucial! On a



family Lockdown walk, we 'happened' to walk past Mildred's garage and so stopped by to say hello and check she was OK which of course involved starting the car's engine. Mildred was driven out of the lock-up just far enough to be able to raise her bonnet and do a visible check and that's when the problem came to light, the gasket between the float chamber lid and carburetor was leaking! This was not good as the exhaust manifold is directly



below the inlet manifold. This could have caused a nasty fire if not found and sorted so the float chamber was removed and the fragile gasket carefully lifted away. Luckily, I had the remains of a sheet of gasket material left over from a job I did on my 1978 Lada some years ago and that was plenty big enough to cut out a new float chamber seal. After placing the remains of the gasket on top of the gasket sheet and drawing around it, I cut it out with a crafting scalpel and fitted it in place, another job done.

Job number three was another of those 'unnecessary but it should work' types. The bonnet catch was made to be lockable but none of Mildred's keys worked it. Now this could have been a problem with the lock barrel or it may be that the key had been



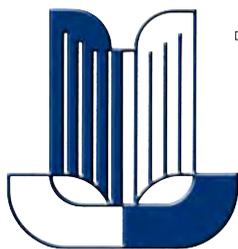
lost in the distant past. Either way, the only way to find out was to remove the bonnet catch assembly from the car and strip it down. The catch assembly was easily removed from the car but then things got more difficult! In order to remove the lock barrel from the catch assembly, the bonnet mounting shroud had to be first separated from the handle shaft but that was easier said than done! The locking action of the bonnet catch requires a crude metal bar to be slid through a hole in the shaft where it lines up with a square hole in the shroud casting that then stops the shaft turning when locked.

Now, my problem was that to remove the shroud, the locking bar needed to be slid through the shaft on the 'open' side and into a special groove that runs the height of the shroud, allowing the shaft to be pulled through the shroud once the retaining clip is removed. Unfortunately, the locking bar was positioned so that it was neither far enough across to lock the catch assembly or far enough over in the 'open' position that it was located in the groove and in order to move the bar over, a key was required which of course I had not got! This caused a lot of head scratching. After looking at the catch assembly from various angles, through gritted teeth and making another mug of coffee and generally willing the bar to move, I hit upon the idea of trying to

'pick' the lock with a couple of jeweller's screwdrivers. The theory being that if I carefully mounted the bonnet catch assembly in a vice I could slide one screwdriver down inside the lock to push the spring-loaded brass tangs into the side of the lock barrel, therefore disengaging the lock and after simultaneously sliding another jeweller's screwdriver in down the side of the first one, it might be possible to get enough force to turn the lock and slide the locking bar into the correct position. It took a few goes but it eventually worked and I was able to slide the shroud off the shaft.....phew!

With the parts separated it was just a case of driving out the pin that held the lock barrel into the shaft with the aid of a small nail and tack hammer and the barrel was out. Now I would be able to see what the problem was and it didn't take long! All these old lock barrels are stamped with the key number and it was clearly visible on this one and it did not match either of the other two key numbers, one for Mildred's door and boot lid locks and the other for the ignition switch. On closer inspection I noticed that the only difference between the door lock and the bonnet lock barrel was the very first brass tang. The door key was missing a space for the tang to drop into. As I had a few door keys I cut an additional niche into the top of the key with the Dremel and hey presto, it worked! The lock barrel could now be turned. The bonnet catch assembly was rebuilt and after a new gasket to replace the one that sits between the shroud and the bonnet was cut from the small sheet of 1.5mm thick rubber.

Continues next month



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Vitesse



MK2 O/D CONVERTIBLE 1970.

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MKII CONVERTIBLE. Need to sell my Late fathers car, 90% restoration. Ring for Details. £6,250 **Graham Donnelly (N.Wales) 07500 087713.**

VITESSE MKII CONVERTIBLE

1971. Reasonable Condition. Recent Radiator, Brakes. New F/Seats. Petrol Tank. New Chrome Wire wheels. Good body work. Red. **Keith Power (Lancashire) 07594 604523.**

GT6



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Spitfire



1500 1978. One owner from new. 64,250 miles only. MOT, rust free, mechanically sound. S/s manifold & exhaust, but little used in last few years, so time to move on. Always garaged. £2,500 **David Vine (South West London) 07962 054879.**



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1964 (B) HERALD 1200 CONVERTIBLE. 3 owners from new. genuine convertible 69000 miles. Owned since 2004, kept MOT'd throughout. Selling as not using enough, only done 1300 miles in last 5 years. Lots of receipts and history including unleaded conversion. Needs some TLC, usual places on wings, wheel arches and doors. Chassis has been welded for MOT. £2,750 **Andy Moore (Neatishead, Norfolk) 01692 630934**

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1500



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gust 1973 GT6 - Please phone or Email via elwood1996@sky.com **Paul Wood (Newark on Trent) 07481 606008.**

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October 2020

AREANEWS

AREA

Directory • News • Events

Coronavirus
TSSC Advice
ALL Meetings
cancelled

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



AREA DIRECTORY

AREA MEETINGS Check with AO!

SCOTTISH AREAS

SCOT CENTRAL	Jacqueline Rankin: 07853 153691 Colin Sansome: 07940 174548. Mark Allan Smith: 07794 799263 Harvester, Springfield Quay - GLASGOW. G52 4DR.	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	TBC. New AO/s Wanted Contact Nigel Hill 07976 163006	
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 Embery: 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 <i>The Plough</i> - 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 - SL6 3QA	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 <i>Various</i> - 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 <i>Royal Oak</i> - GOODWORTH CLATFORD. SP11 7QY.	2ND THURS. 8PM
AVON	David Dyer: 07860 878058 <i>The Wishing Well</i> - CODRINGTON. BS37 6RY	1ST TUES. 7.30PM.
CORNWALL	Carol Coventry: 07979 464643 <i>Hawkins Arms</i> - ZELAH. TR4 9HU	2ND THURS. 8.PM
DEVON	Sue & John Franklin: 01548 821348 Nigel Kenneison: 07804 731599 <i>Claycutters Arms</i> - CHUDLEIGH KNIGHTON. TQ13 0EY <i>Ring A.O. Details</i>	3RD WED. EVES. 1ST SUN. LUN
NORTH DEVON	Darren Groves: 07806 351499 Andy Luckhurst: 07971 413045 <i>Crealock Arms</i> - BIDEFORD. EX39 5HN	1ST THURS. 7.30PM
DORSET SOUTH	Robin Nicholls: 07920 549474 <i>Red Lion</i> - WINFRITH. DT2 8LE	LAST MON. 7.30PM
GLOUCESTER	Jane Rowley: 07802 171227 <i>Aviator Inn</i> - Staverton - GLOUCS AIRPORT. GL51 6SR	3RD MON. 8PM
SOMERSET	Harrison Every: 07850 273823 Maggie Love: 01749 850734 <i>Contact AOs for Venue.</i>	2ND THURS 8.PM
WESSEX	Trevor Carlyle: 01425 475376 <i>Tyrrells Ford</i> - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM.
NORTH WILTSHIRE	(New AO) Craig Gingell: 01249 740239 <i>Foxham Inn</i> - FOXHAM - WILTSHIRE. SN15 4NQ.	2ND TUES. 7.30pm.

WELSH AREAS

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

NORTHERN IRELAND

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

COUNTRY	CONTACT NAME	CONTACT DETAILS
AUSTRALIA (Queensland)	Richard Graveur	randagraveur@gmail.com
AUSTRALIA (Victoria)	Richard Stewart	rlslaw@bigpond.net.au
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DENMARK	Morten & Lillian Hildebrand	hildebrandrandi@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**

As it has been a difficult year so far with meetings being cancelled and events only happened for a short time this year. It is still very important for us all that we must not meet up in our meeting venues and go out as a group to various venues.

We posted on the ALO Facebook page that all meetings and meet ups can not take place as the government set out again new rules on the amount of people that can meet. This is only six in the group but can not be more than two from each house hold. This is forever changing and we expect all our Area Organisers to adhere to not only the government guidelines but also to the wishes of The Triumph Sports Six Club.

We need all of you to be informing your members that things at present are a little out of the ordinary and that it is out of any of our control. We need to be safe and sensible even if in your areas the infection isn't so high we have got to be alert. Like the new advert of the government is Hands, face and space.

To all Area Organisers - as the AGM didn't take place in April this year we are now conducting the Area Organisers meeting and Annual General Meeting on Sunday 18th October 2020 for Area Organisers only this Zoom meeting will take place at 10.30 am using the login of ID. **982 135 9863**. Password **6VCz52**.

If you have any issues or not sure before hand please ring us ASAP. Not on the morning of the meeting, we need you to contact us before so we can get you up and running, it isn't as scary as you think. If you have a iPad or computer or iPhone or other device that connects to internet this will be a great chance to use today's technology but also a way forward conducting your meetings with members at a safe distance also great way to keep in touch with your members as we know some of you already do. It would be nice to see your faces and discuss any concerns you have in this difficult time. If you have any questions please contact us a week before the meeting so we can get the answers for you on the morning of the zoom meet.

Myself and Nigel would like to say a big Thank you to the four Manchester Area Organisers Lorraine and Mark Kilgallon and Wayne and Anne Ash who have stepped down from their Area Organiser position and hope they continue to support the Area and the TSSC.

So we are looking for a new Area Organiser/s to take the area over. If you are interested get in touch with us. Our details are at the top of the report.

Thank you to everyone for their understanding and help at this difficult time, please stay safe and hopefully we will see you next year under better circumstances.

Kindest Regards

Nigel & Di

Andover

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

Tel. **01672 514241**

It's not easy to find something to write about when nothing has happened in the area.

Luckily this last month there were a couple of 'happenings' locally. First, at the end of August there was the Shalbourne Show, a bit earlier than its usual date in September, but probably a good thing as it does tend to have been rained off or at least very wet some years, This year, although there

was a bit of a nip in the air it was dry, with the occasional spell of sunshine.

Guy dusted off our purpose built stand trailer and loaded up with all the usuals, plus rather more bits and bobs that seemed sensible - at least to me - but all in the hope that we would not be bringing all of it home. A bit of wishful thinking there, unfortunately, as we did in fact bring most of it home - except for a handful of lapel pin badges! Oh well, it did at least dust off a few cobwebs and nice to see the cars that had been brought out for the day. Particularly as it was the first real trip Guy had done in



Avon South Bucks

his convertible since he finished putting it back together after last year's respray, and putting a shiny new MoT on it.

It is a nice show in that, being a very local event, people bring out cars that wouldn't usually go to a 'classic car' show. Tim & Helen came out in the Spitfire and enjoyed their day, and Andy Ffolkes also attended.

The following week there was a 'Classic Car Picnic' at Brown Classics, a relatively new classics garage near Newbury. We ended up almost next to Andy Belcher from Newbury Area's white Bond 4S, the Ford Edsel between the two Bonds being an honorary Bond for the day. We spotted Andy F. again and I believe I saw Malcolm from Newbury Area too.

We were just about to book in to do the Bicester Scramble at the beginning of October until we realised that we are due to be on our narrow boat that weekend and, looking forward to a change of scene and a break from work, didn't want to miss that. I guess we'll give that event a go next year.

It might sound from the above that we've been out and about all over lately but I have only rarely left the house since lockdown at the end of March so both excursions were a bit daunting, seeing so many other people around, and barely a sniff of anyone being masked up. As both were outdoors events the latter was understandable but I did work out that I'm still very wary of being out and particularly with the idea of doing anything indoors.

It has meant that we still haven't managed to get anything set up for a local area meet, and the new restrictions just about to come into force as I write this will not make it any easier. Guy would still like to try meet somewhere in the Andover area, probably outdoors, but it will need to be carefully pre-planned by email and be fully within the legal limits. Stay safe.

Suzie & Guy

Avon

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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 let's share them and encourage each other

Dave

South Bucks

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www.tssc.org.uk

Tel. 07818 052276

Hi all, sorry for being absent for quite a while, however, it has not been the year for classic cars or meetings of people so that narrows down opportunities to write about the things we usually do however things are starting to get back to some sort of normality so id thought id write about what has happened over this past month. So the monthly meeting at the Harte and magpies where Simon and new member Graham was in attendance and had a good chat on quite a gloomy night.

Further on was a show at Runnymede car park where there were a good few amount of Triumphs there. We were in convoy with Simon's TR6 from there we then convoyed through some very nice lanes to the Crooked Billet where across the road we saw aSstag in quite a poor state and unless truly determined it would be too far gone.

As for events there will be the **Runnymede car park meet TW20 OAE and the monthly meet at the Harte and Maggie HP7 OLU**. Hope you have a good month and stay safe.

Harry



Cambridge

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

What with social distancing and pubs concentrating their limited service opportunities on food orders with higher margins, we were unable to meet at the Plough again so we settled for a drive through the countryside, but to the south of Cambridge this time.

We started at the Whittlesford BP Services on the A505, just off the M11 junction for Duxford and Whittlesford. The original idea had been to set off at intervals and take photos as you go round but it became



clear that the cloudy (but luckily dry) conditions meant it was going to get too dark for that much more quickly.

We waited for Rob to join us as he'd had trouble with his Vitesse spluttering, swapped to his GT6 only to find the road blocked from an accident. Whilst we waited we all had an envious look at the car Tim has been looking after for a young lady after his friend, her dad, passed away: a stunning BMW 3.0 CSL Alpina. Worth six figures and then some apparently. We decided that as the Triumph marque is now owned by BMW perhaps it wasn't too unrelated to our Triumph gathering.



We set off without Tim; the electric windows seemed to have fused with them in the down position and it looked like it might rain so he wisely took it home. Turning south, right, out of the services we turned off through Hinxton where the first photo was to have been, crossing the ford that gave Duxford its name. There was about an inch of water and as the light failed we all trundled and splashed through; I couldn't resist stopping us all to take a photo.



The route had originally been put together for a Tulip Rally but with everyone pretty much on their own in the car we needed this to be just a simple map. Going all together as a stream of Triumphs meant that most of us didn't even need to check the map. It turns out I should have done; I missed a left hand turn back over the M11 so we had an unscheduled detour through Wendens Ambo but we made it past Audley End and up into Saffron Walden like we should have done. We passed a fair few Road Closed signs and I hoped that they wouldn't be on our route, but we got away with it.



I nearly missed one left turn at a traffic light in Saffron Walden. I was almost over the junction when I spotted it and, being in a Herald with their awesome turning circle I just turned right, still on the traffic light junction, right and right again to make a little circle and cut through the line of Triumphs following me to go up the little side road. We treated that traffic light junction like a roundabout! The guys in the Triumph 2500 Saloon were cursing us as their turning circle meant that they tried to do a three-point-turn in the middle of the traffic. I'm glad the locals were happy to wait as I'm sure we transgressed a highway code or two doing what we did.

After that we went down to Radwinter and left up Water Lane which also had some water in the stream that made its little ford, and back through Ashdon and Linton to head to Babraham for the pub carpark at the end. However, the simplest route was closed

one too many Road Closed signs, this time for resurfacing. We did a quick circuit of the roundabout and found another way up to finish at the George in Babraham for a properly socially distanced drink.



All in all a great evening's drive out in the Cambridgeshire countryside. Something to put a real grin on your face and remind you to get out there and Do More With Your Triumph.

The next Cambridge meeting is set for Monday October the 5th but it may well be too dark for a drive



Cheshire Coventry

out and with there being more than 6 of us we may not be able to meet up in person, socially distanced or otherwise so I think I will try and get our Zoom meetings going again. I will email the membership local to Cambridge closer to the day and also let people know on:

www.facebook.com/groups/TSSCambridge *Tom*

Cheshire

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

The weather has been a bit unpredictable of late. Or is it unusually variable? It seems we get a few days of Mediterranean weather, a day or so of pleasant English summer, and then the heavens open and the wind blows. I'm writing on August 28th, and it's raining and is supposed to continue all day. However tomorrow (Saturday) is scheduled to be dry, as is Sunday, which may give Capesthorpe enough time to dry out for the show on Sunday. I think Capesthorpe is better drained than Tatton - I have memories of coaxing Heap the Vitesse along a muddy track at Tatton, with a (farm) tractor waiting for everyone who got stuck (plenty did).

So, Sunday started with a clear blue sky, and a bit chilly. Classicshows tickets were emailed, with a QR code. My ticket was 'validated' by tearing the printed ticket! Not a QR reader in sight. Capesthorpe was as full as I think it's ever been, and I've lost track of the number of people I talked to. There was lots of stuff in the autojumble, and I found a few things I wanted to buy. For the most part people were doing social distancing and/or masks, but not all. There's another bash at Capesthorpe on the 27th, plus others in the near future.

And on to meeting day. I'd emailed the usual suspects to say we were going to the Swettenham Arms for 7:30. Our entry on the Club web site indicated something similar. So I set off in Hark the Herald, noting that having the sun on the horizon shows up every bit of **** on the windscreen, and that a lot of the journey involved driving straight at the sun. At the Swettenham, there was the expected collection of bikes, but no sign of other Triumphs. By 8 no-one else had arrived and I set off home, but noticed a yellow Spitfire entering the car park just before I dis-

appeared. So, Richard and I had a pleasant hour (and some exceedingly pleasant beer) talking about this and that, some of it even touching on the subject of Triumphs.

I've just enjoyed reading my Courier on my computer!

Our next meeting is set for **Thursday 1st October. Outside at the Swettenham** may be possible, but it's probably going to be cold outside. It may be possible to use the covered area at the Cock and Pheasant. I will investigate between now and meeting day. I will email the usual suspects and also update information on the club web site.

Henry

Coventry

e-mail: phillyncovtssc@yahoo.co.uk

Tel. 02476 457487

Hi Folks. Well not a lot to report on again although we did manage to have our first Dalos Day (Drive and lunch on Sunday) Run since February on the 23rd this being planned by Rikk & Jeanette and an excellent run it was, there were 12 of us on the run in 7 cars but only 8 of us for the meal which was at



the Red Lion Corley Moor, we started the run with our roofs down but half way through it started to rain so a short stop for the roofs to go up and as soon as the roofs were up it stopped raining, always the same but glad we kept them roofs up as when



we pulled into the carpark for lunch the heavens opened again and it was that heavy we had to sit in the cars for at least 5 minutes before we could make a dash inside.

The meal was excellent and we were well spaced in the restaurant. Congratulations to Rikk & Jeanette another great day out in great cars and great company.



Coventry

Cumbria - Derwent Valley

Coventry Continues

There was a Heart of England meet on Sunday the 30th at Bulkington which we didn't attend but Rikk and Paul & Joan did and reported only about 10 cars attended.



From this month the Heart of England meets will be on the 2nd Sunday of the month from 11.00am. Our monthly meeting at the Bull & Butcher, Corley Moor was the worst attended since we took over in 2011, there were only 4 of us for a meal pre meeting to be joined by another 4 for the meeting which we managed to hold outside by our cars at the rear of the pub as it was a nice warm night, then we were joined after the meeting by Paul & Louise Jones in their Spitfire, making 5 classics on display. A very disappointing turnout lets hope we can do better for October meeting.

We need a volunteer for the October run on the 18th.

Well that's all for now folks hope to see a few more of your at our October meeting

Phil @ Lyn

Forthcoming Events :-

Tuesday October 6th Our monthly meeting at the Bull & Butcher, Corley Moor, at 7.30pm. If you want to join us for a meal pre meeting be there for 6.30pm

Sunday October 11th HoE, Bulkington

Cumbria

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

Tel. 01229 316501

About 2 years ago Roger's Acclaim failed its MOT with tin worm and he put it in a garage for repairs. Unfortunately for him the chap who was doing the work damaged his back and the car has sat at the garage. Work has now started on the welding repairs to the wings, sills and floors. Once the car was stripped the amount of work was not as much as Roger first thought. He hopes to have the car back before the end of the year.

The Lakeland Historic Car Club meets on the first Saturday of the month at the Motor Museum, but due to Covid all meetings had been cancelled. We had heard that they had started meetings again. It was decided that some of us would go along and

take a look, an excuse for a run out in these trying times. Helen, Tony and Roger booked for a tour of the museum online. You can only book a slot online at the moment due to the restrictions. You can't just turn up.

Anne and I took the Spitfire and ran into heavy rain as we got close to the Museum, Backbarrow. As we sat parked at the Museum the rain did not let up and we decided to return home along the coast road, which had been dry all day and free of traffic.

The Sunday pub meetings should have been starting, October, but I have yet to find a venue that we can all social distance at. The Pennington would be ok if we could sit outside but there is no guarantee that it will not rain. Therefore at the moment no Venues have been booked for Sunday Lunches.

We have some new members in the area during the Lock Down. Toby Weatherall from Carnforth who has bought an immaculate Mk4 Spitfire. Toby is probably our youngest member. Jem from Millom was our youngest who also has a Mk4 Spit. Eileen and Dick Grandison from Askam have also joined and own a Herald 1200.

One of our members who lives in Barrow is selling his Mk3 Spitfire. The car is a totally original late Mk 3 Spit in white. It could do with some TLC but is sound, runs ok and needs the paint touching up. Offers around £6000 would buy it. If anyone is interested contact me. If I had the space then I would buy it as these cars are a good investment with a valuation up to 18k.

If you need a valuation let me know and I will arrange to come along to your house or meet up somewhere.

If anything changes between now and the end of next month Anne will put the details on our Facebook page TSSC Cumbria

Stay Safe

Roy

Derwent Valley

e-mail: colin.tssc@btinternet.com

Tel. 01773 531580

Hi all. I hope that you are all well and remaining safe. I am beginning to notice that more and more car events are going ahead, however, we are technically still in lockdown with restrictions on what sort of event, meetings and gatherings we can hold and what safety measures need to be in place.

On 1st September we managed to complete our annual Fish and Chip run with quite a good turnout considering. Roger's project Spitfire attended its first Derwent Valley meeting and looked stunning.



Devon

The route we took was one from 2 years ago when due to a road block we could not complete it. We did not manage to complete it this time either due to a road block on the same stretch of road. It did not matter as the alternative route we took was quite exciting and spooky.

We did eventually enjoy fish and chips and a pint or two in Matlock Bath. Overall, it was a really good night out.

I am in contact with our usual meeting venue (the Smalley Common Ex-Serviceman's Club) and have been informed that they are hoping that we can return there for our **October meeting on the 6th**.

Fingers crossed.

Dates for your diary.

6th October - Monthly meeting at Smalley Common Ex-Serviceman's Club (DE7 6FY) from 7:30pm.

3rd November - Monthly meeting and AGM at Smalley Common Ex-Serviceman's Club (DE7 6FY) from 7:30pm.

1st December - Annual Christmas Pizza and Chips Party at Smalley Common Ex-Serviceman's Club (DE7 6FY) from 7:30pm.

Regards

Colin

Devon

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We returned to the Claycutters Arms for our August Club Night, albeit on the Thursday instead of our usual Wednesday as the pub was part of the Eat Out to Help Out scheme. A good number of members turned up too. Three Triumphs despite the stormy forecast, Mark's lovely TR6, Dan's MkIII Spitfire, and (Cornish) Colin's TR7/8. Nigel chose Mark's car as the prettiest on show. We were delighted to see Scott from Somerset, Peter from East Devon and Colin, all of whom had travelled a considerable distance. Thankfully the weather stayed kind, and we stayed outside. The pub was busy but the food service was fast, and the Covid organization was good, although the QR Code thingy was a bit of a pain.

At last we managed a socially distanced run and picnic on 23 August. Jon Chartres very kindly came up with a fantastic route from the old airfield at Yelverton, where we gathered beforehand for a picnic. A total of 11 Triumphs at Yelverton, but Tim had

to desert us in the Burlington as alas Dawn had to work another night shift. Some cars were especially welcome, Richard & Annie's Herald (Herafire) which has had extensive work done, and Bob & Marcia in the Vitesse, which it was nice to see back together again. Phil's GT6 was fresh from an MOT pass, Rob was not totally happy with his Spitfire's brakes but all seemed to work OK. Kevin & Jean with the TR6, Rob L and his plus 1 in the Spitfire, two white Stags, Peter G and ours, Tony and son Peter in the Vitesse and Jackie & Allan in the Herald Estate, the last for a while as Jackie is due a new knee in early September. Marc & Tracey were flying photographers in the Eurobox and the final one was Jon Chartres, the intrepid organizer. We had lots of admiring looks on the moor, not least from the wild Dartmoor ponies who took a particular shine to Allan & Jackie's 13/60 estate and Annie & Richard's freshly painted Herafire.

Leaving Yelverton, we headed for picturesque Denham Bridge and up 'clutchbuster hill' with nice hairpins to negotiate. Heading for Chilton, we drove what Jon calls 'Devon's Mulsanne Straight' a lovely and potentially high speed straight - of course we didn't!! We tried a stop at Brentor Church but it was too busy there. Onwards to Bridestowe and a good part of the old A30, a lovely driving road with little traffic. Reaching our destination, Roadford Lake, we were delighted to find Maurice & Mary waiting for us. More chat, more coffee, more pics and then headed home. A total of 115 miles for our Stag - the most she has done so far in 2020. It was great to be back driving her.

Some low life targeted Maurice's 1500 TC overnight in mid Devon - breaking both quarterlights and taking his overtaking mirrors. Other cars were damaged over a couple of nights too. Hope they get their come-uppance! The power of the Club contacts sourced some replacements within a day or so too.

On 6 September, we reprised the run to Cornworthy as Peter & Vicky had invited us back to picnic at their field. Brilliant turnout of cars again, with very new member Nigel Mortimer coming along to introduce himself and to meet some of us. He is prepping his Mk2 GT6 which he has had since the 1980s. Furthest travelled were Scott & Janette from Chard, Peter & Richard from East Devon and Annie & Richard from West Devon. Dan had his Acclaim back on the road with Chad, we had two white Stags, Peter's and John & Jill's, Spitfires of Scott and 2 Peters, Annie's Herafire, new member John Fox &





Devon Essex

Devon Continues

Janine's TR6 plus Daisy and Winkle and our 13/60. Peter's route took us from Kingsbridge, through Chillington, along the spectacular



Slapton Line, then through some real narrow Devon lanes with grass in the middle, to Dittisham and eventually to Cornworthy. A heavy shower along the way only persuaded a couple to put their tops up, whilst the rest waited until the end! Our picnic, socially distanced, was abruptly ended by the rain which we could see coming from the moor, and we made our individual ways home in the sun again.

It has felt SO good to get out and about with the cars at last and, though we cannot know what the future holds, we are hoping that we can continue to meet in a Covid safe manner. We are very much planning one thing at a time at the moment.

COMING UP IN DEVON

It is really good to be able to write of events coming up in this very strange year!

On Sunday 4 October we hope to have Rob Lingard's socially distanced Treasure Hunt. More details via email but the plan is to have a semi-coastal run along the South Devon coast., probably starting 10.30 aiming for picnic lunch and 'awards' around 12.30. Again the arrangements are likely to include bring your own picnic, and hopefully we will stop somewhere for tea. More details will be sent via email and on the TSSC Facebook page, so do let us have your details if we do not already have them.

October Club Night (Wednesday 21 October) were hoping to be back at the Claycutters Arms - but with the announcement made on the 9th September, we have decided to CANCEL all Club Nights until further notice. Watch your emails for invitations to Zoom meetings so that we can continue to have a chat and banter.

Finally, you may have seen that the date of 2021 Inter Triumph Weekend at Malvern has been changed to mid August now from the original June date. Hopefully we will be there in force.

DEVON DIARY SUBJECT TO COVID RESTRICTIONS

Thursday 1 October N Devon Zoom Meeting
Sunday 4 October Socially distanced Treasure
Hunt / Observational Run
Wednesday 21 October Zoom Club Meeting

Sue, John and Nigel

Essex

e-mail: miketitchen@aol.com

FB - **Triumph Sports Six Club Essex Area**

Mike. 07860 708356

It seems to be getting back taking our cars out of our garages to Picnics, social distancing meet ups and even venturing out on British holidays and week-ends away. Hopefully this is a sign that there are more better times to come in the life of a Triumph owner.

On Saturday 8th August, we had a small number of us meet for a BBQ, to discuss how our area members would like to take Essex Area forward into 2021. We will endeavour to contact everyone of our members for their input over the next few weeks so that we have an idea by the time of our AGM in November.

On Sunday 9th August, Sue & I decided to go to Passing Thyme Cafe on what should have been our club day meet.

It was good to see Emrys there and also a new club member Mark & Mandy in their Herald.





Gatwick Herts & Beds



On Sunday 16th August, lots of us met up at the Battlesbridge Breakfast Meet, to present Allan & Janet with a gift for all the hard work they have put into the last few years being AO's.

We had 10 Triumphs turn up, some of them being the first time with us. It was good to see Paul Day (an ex Essex AO) Lizzie & Andy Cook who were celebrating Paul's 50th Birthday we presented him with a Birthday cake.

Also Philip Willcocks a long standing member who lives in the Essex area who owns a TR6. Emrys came in his TR7 and introduced us to two of his friends who also own TR7's.

Allan & Janet arrived in a Green Spitfire belonging to their friends Chewy & Tina, Allan has been doing some work on it before they come to pick it up in September.

A few of us men wandered around looking at all the cars while the women carried on chatting about important things!!!

We came across Steve's Herald with the bonnet up he was showing off the work he had done fitting his SU Carbs and very nice they were to.

Emrys's car would not start, with half a dozen heads under the bonnet, one person decided to hit the solenoid with a large bit of metal, low and behold the car started and got him safely home.

Neil brought along one of his many Rally cars, a Mk 3 Spitfire.

Up & Coming Events

Sunday 11th October - Passing Thyme
Cafe, View Garden Centre SS11 8SJ -
From 12 noon

See our Face Book Page for any other Event updates

Mike

Gatwick - New AO!

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Hi all, hope you are all keeping well,? Great weather we had in August for a triumph drive in the country side!

We had another one of our picnics, again with good weather. There was a good turn out of cars & members.

My Mum & Dad came too. My Dad in his Frogeye Sprite, which sadly is now up for sale!

Our monthly meeting



went down well with everyone enjoying



Harvey's beer!



My chassis has now been sprayed signal red. So now it's on with



the body tub & here are picnics of it being picked up!!

And loaded onto my trailer. The blaster has a novel way of saving space!!!! Hope to see you all soon, keep well

Tony

Herts & Beds

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Hi folks, how are you all getting on? We have no runs planned, the last one was attended by 11 members and making the effort to plan these istime consuming when too many of you have es-

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courier@tssc.org.uk

By 8th of each month - Thank you



Herts & Beds - West Kent Leicester & Rutland

Herts & Beds Continues

caped for things like a Holiday!!!

Thanks for the 11 names for volunteering at our Duxford event on 27th September, no idea how to guess how the event went so report on that next month.

I have been busy rebuilding a 3 synchro gearbox for Paula a Member in London, its been a nightmare to get right but its another yippee! Its working like new. Phew, thought I was loosing my touch.

I have no idea if the Vitesse in bits or the herald bonnet I circulated to my locals for new homes worked out or not?

The year of non events has simply flown by, and at the end of a season of limited activity ...we have Christmas to look forward to.

We had to postpone the pub meet as our back room was over run with the discount meal deal so we moved to the 7th just for September

We managed 17 members and welcomed Greg in his Vitesse as a first visit, the Publican chose our Best Area Car and picked out Paul Bakers well used MkIV White Spitfire, so Paul has the Kingfisher shield for a year and a nice glass clock trophy to keep.

Well done Paul.

Duxford risk assessment is completed and just a site visit to button up any concerns but we are on this to make it happen safely.

Keep Safe

Pete

and the team

West Kent

e-mail: westkent@tssc.uk

www.tssc-westkent.org

Tel. 07810 102525

Hiya. Well not much to report again. All set for another great meet at the White Hart, then the storms came in and we decided to abandon all hope, wise choice with the wind. Bodliam next day was just so different. Clear sky so all out.

Poor Chris Tickner has done his knee again so wasn't driving, but we did have Kevin Perryman visit. He has a GT6 he used to own 30 years ago, found again and in the final process of restoring. Pub was packed with the £10 dinners so parking was a nightmare, but very grateful to Pete Hale who grabbed a couple of tables in the garden. White Hart. Hmmm.

Reason we stopped going there before was it turned into a gastro pub, frowning on souls not eating, and I think we'll find that's still the case. Let's

pop there for September but go for a rethink.

Still interested in the Vauxhall. I know it's another 10 miles for south London cars, that's about 12mins extra driving, but 15mins less for other folks coming up from the south. Moody Mare?? Probably not, but gotta be somewhere.

So Edenbridge cancelled which was disappointing but Duxford gotta be on.

So it's the **29th White Hart and 30th Bodiam.**

Take care and hope to see you.

Colin

Leicester & Rutland

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Tel. 07770 650802

Hi all. Great news! we now have a date for next years Sunshine Rally, Friday 6th August through to Sunday 8th August 2021. So make a note of the date and look out for our advert in the Courier soon. This year would have been our 35th anniversary of the Sunshine Rally and we were planning a bit of a party. Work has already started on next years event and a 35th Anniversary party is what we are still aiming for. With a new format, runs out to places of interest, entertainment, and a show and shine on the Sunday, we look forward to welcoming you all back for a good old knee's up.

Well with no meetings at present in Leicestershire and no outings since our trip to the pie making event back in February, Covid 19 and Lock-down really has devastated our plans for this year, as it has for so many people.

Our thoughts and best wishes are, and always will be with those that have suffered throughout this period but I think for most of us it was so nice to finally get out on Sunday 23rd August for a socially distanced run out and picnic.

Thanks to Gary & Becks along with Steve & Pat for their help in putting it all together, with a big thank you to Diann for the use of her very large garden. With 21 people in 10 cars taking part in a 37 mile, one and a half hour run around Leicestershire and Rutland it was a nice day to blow a few cobwebs away, and the good news is we have been invited back next spring, so something to look forward to next year.

For me the day was made even better as we welcomed new members Mike & Sue in their lovely MkIV Spitfire, and Graham & Victoria in their lovely TR4A. It was great to meet you, and I hope to see you and all of the area members again as soon as is possible.

Stay safe and look after yourself.

Dave



M25 East

M25 East

e-mail: herald1360@btinternet.com

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Tel. 07938 526324

Hi all, welcome to the October edition of my inane ramblings. Well, that's it summer's over and it wasn't that great was it? Although we did manage to fit in a couple of camping weekends and car shows towards the end of the season.

Our first actual proper car show of the year was at Stonham Barns in Suffolk. It was blooming great just to be out and about again. We had booked a club stand and managed to get 4 cars to turnout. The show itself was well attended, probably because people just wanted to be out again. We were given ample space for the club stand so social distancing could be adhered to. We fell back into the swing of things pretty easily - toot stalls, look at the cars, tea making and of course, ice cream.



The weekend after saw us at our second camping weekend. This time it was up at Lower Gresham in Norfolk. 13 of us were hosted at Jacobs mums place and had a whole field to ourselves. What a gorgeous place it is, lovely scenery and surrounded by a whole host of animals. We were joined, amongst others by Keith and Caroline who were camping for the first time in years. Great to have you back camping - there'll be loads more next year ha ha. We were also treated to a tour around Colins recently finished bespoke camper van. All I can say is that it's brill - what a clever chap. As the weather was so nice it was decided that Saturday would be a trip to Cromer and a day spent on the beach. On the way we had 'Barry Exhaust' troubles once again. 4 up in the Vitesse and an unmade road made short work of removing the exhaust. As it's happened a couple of times in the past it's now a pretty slick operation to put it back on ha ha, many hands make light work.



Entertainment that evening was another fiendish quiz which was won by Barry and Laura, followed again by Feely Bags. We've done feely bags twice now and it's getting proper hard finding items to put in the bags ha ha. A few of the gang got 10 out of 10 although I did manage to stump Anne with

the folding scissors. On Sunday we had a run over to Wells Next the Sea for lunch, ice cream and a mooch around town. Sorry for the massive walk Brian! We then made Brian walk all the way back to the Wells and Walsingham Light Railway for an enjoyable ride on the Steam Train. We were lucky with the weather all weekend. Each evening we were able to sit outside with a nice fire going with drinks and conversation flowing nicely. One night there wasn't a cloud in the sky and as there is no light pollution we were treated to the best sky full of stars I've ever seen. Shooting stars every now and then and what surprised me the most was the amount of satellites whizzing around, there's loads of them going in all directions. A perfect weekend and a big thanks to Jacob for sorting it all out.

Our second and last show of the year was at Capel Manor, good on them for making it a safe day and not cancelling. 4 of our cars were out today and when we arrived at the show we parked up with Mike and Sue and the Essex Area so there was a whole herd of Triumphs together. It was a bit of a special day as Lesley's big birthday wasn't far off (21 again) so it was a good excuse to get the champagne flowing. Happy Birthday Lesley !!



Going back to my troubles with my overdrive switch - I now have the stalk type as found on Vitesse's and early Spitfires. Hopefully it'll prove to be less troublesome than the gearstick type. I must say, as Mr Wing said, it does look nicer, more in keeping with the car but do I prefer the feel of it on the gearstick?...hmmm only time will tell.



As I sit writing this I have just taken our Dandy to its winter storage in my Dads garage. What a shame we only got to camp twice this year, but I suppose we were luckier than some and we did have some bloody good laughs at the two we did do. Let's hope for better things next summer.

Now things are starting to open up a bit more maybe we can start our monthly meetings again. They may not be in the same format as the usual ones but let's see what we can come up with. We should be looking into booking up our Xmas dinner soon but we might have to have a bit of a scaled down version this year. Anyway, whatever happens I'm sure we'll sort something out.

Well that's it for now -

John



Manchester Newbury

Manchester

www.tssc.org.uk

FB. www.facebook.com/groups/tsscmanchesterarea

Hi all, Due to personal reasons the 4 of us are no longer in a position to be area organisers of the Manchester area and unfortunately we will be stepping down with immediate effect.

Although this has been a difficult decision it was one we had to make, although we will continue to be members of the club.

We have chosen this time to step down as due to the current Covid restrictions it is a quiet period and not much will be happening over the next few months, this will give time to enable new organisers to be instated to replace us. We have done this roll for around four years now, done some amazing things, been new places and made good friends along the way. The time has come to give somebody else the opportunity to take on this roll and help move the club forward. If anybody wants to become area organisers and take on this roll please let us know and we will offer our full support, assistance in setting you up and offer as much advice as we can on this roll. Thanks to all our members for your support over these last 4 years,

Kind regards

Lorraine, Mark, Anne, Wayne

TSSC Manchester Area New AO/s Wanted

Please Contact

Nigel Hill

Area Liaison Officer

for Details

**We will offer all the help needed
to do this**

Tel. 07976 163006

Newbury

e-mail: malcolm.hannington@btinternet.com

Tel. 01635 868640

Hi Everybody. I hope you are all keeping well as we gently ease out of lockdown and the classic car scene emerges once more.

For those of us brave enough to venture out it has been a real treat to meet up with classic car friends again many of whom I have not seen since March.

The first meeting was at the Cottage Inn, Bucklebury on the 29-08-20. I got to know about it through Ray who runs the Classic Saturdays web site, great to see you again Ray in your lovely blue Capri. I counted over 30 cars in attendance and Gary the landlord was doing a brisk trade in food and drink. The grass paddock was surprisingly dry despite the rain of previous days. The meet was well organised with the applied social distancing rules in place and outside toilets for the classic car people. As I moved around the cars I listened to the conversations that were mostly about work carried out and the problems that go alongside. There were five Triumphs in attendance TR2, TR4, TR6 X 2, and my TR7. Also in attendance were Healey, Tuc Tuc, GT40, MG, Caterham, Porsche, Morgan and Lancia. I was pleased to see Derek and



Lorraine on their motorbikes, they have sold the Cobra and moving house.

Shalbourne Show 30-08-20

The first

proper show I have been to this year and always a favourite of mine. Phil and Jackie



rocked up at my gate in their yellow Spitfire, myself in the red TR7 we left Thatcham at 09.30. The A4 towards Hungerford was a bit tricky as a National women's cycle race was in full flow, lots of big cameras so I wonder if they got a shot of us. Travelling up Hungerford high street Phil was cut up on the roundabout and nearly lost the front of his Spitfire when a large black vehicle pulled out. The show was well attended and a lot of Triumphs on display. Phil and I parked up and were soon joined by Steve and Sue in the blue Vitesse convertible. Suzie and



Norfolk

Guy with the Orange Bond were running a stall and doing a steady trade. There was a bar in the cricket club, music, BBQ, Tea and cakes. Ice cream and some craft stalls. The 150 car limit soon sold out and it worked well with plenty of space for everyone. Unusual vehicles were the traction engine, an old fairground one, a steam car and a fire engine. There were Land rovers, a tractor, Cobras, Jags, GT40, GT6, but no Dolly Sprints much to Steve's annoyance. Browns classic had a stall selling oils and other things so I purchased my ticket to the Browns classic lunchtime meet in aid of the Air Ambulance. I caught up with a few old friends so all in all a good day out.

Browns classic Sat 05-09-20



A lovely welcome on arrival with information leaflets, how to



keep safe, walks around the fields for those feeling fit and information on their new spray booth.

I parked up and was soon joined by Steve and Sue in the blue Vitesse. I had a wander round all the cars and counted over 60 of all different makes. I enjoyed a good bacon buttie and cup of tea also purchased some raffle tickets for the Air Ambulance. Steve was telling me he is ready to start the Dolly Sprint, the carburettors are back on but he is not sure which coil to use, he has three and whether it needs a ballast resistor in the system to control voltage and ohm's to the distributor. Steve will eventually fit electronic ignition.

It was good to see Tina and Toney in Red TR3A, Karen and Pete in blue TR7, Suzie and Guy in Orange Bond and Andy in his white Bond. I wandered round to have a look at the new spray booth which looks impressive, I wonder, one day I may have the GT6 re sprayed.

That's all for now, take care and hope to meet up with you all soon.

Keep um Rolling.

Malc

Norfolk

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e-mail: paultssc Norfolk@gmail.com

Mike. 07954 784342 /01502 476699

Paul. 07584 000442

For the August run out we tried something a bit different to lessen the numbers at any one location due to Covid - a scatter treasure hunt.



A 2pm start from a choice of any of seven locations and you could complete the rest in any order. There were three points to be had for getting each question correct. But the real points were in photographing other classics.



Three points for catching one at a location. Five points if you got more than one at a location and five points if the navigator managed to snap one while on the move.



We had eleven classics turned up including three TR7s, three Spitfires, a Herald, T2K along with a MG and a couple of big Yanks.

Judging by the photos sent in a lot of fun was had. I just wish we could have been joining in instead of waiting with tea and cake at the refreshment stop!

And the winner? Andy and Julie with the camo Spit with 94 points. Max quiz points, 3 other classics photographed, 7 multiple shots of cars and 4 on the move. A suitable prize has been delivered. Answers to the questions were - Q1: The Community; Q2: Late 14th Century - 1388; Q3: £7 (Free if



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Norfolk - North East Northern Ireland

Norfolk Continues

annual earnings under £250); Q4: Station Master; Q5: Possum (from headstone by door); Q6: It's name; Q7: Postcode - PE37 BFB; Q8: God's knee; Q9: Alice in Wonderland.

By the time you read this we should have had Mike's ever popular fish n chip run to Cromer and a convoy down to the TSSC Duxford rally. Reports to follow in next months Courier. If you think either of these are something you would have liked to have joined us on but missed the notifications let me have your email address or check out the TSSC Norfolk Facebook page.

Note that we are not having face to face meetings at the moment but will resume Zoom meetings over the winter months. We have a short slideshow from the years run-outs planned for the October meeting. Zoom log in details will be sent out via email nearer the time.

Regards

Paul, Christina and Mike

North East

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Geoff. 07773 440201

Deryck. 07939 068976

Well it looks like the Summer has come and gone, it's now the start of Autumn and it's already getting colder and wetter, with a bit of luck we might get a break in the weather and get a few more runs in before the end of the year..

Our run out on the 9th August was well attended, we left Durham and headed up over the moors to Nenthead, there we stopped and had a picnic, after lunch we drove over into Teesdale, and a coffee stop at Egglestone Hall, we had a good turn out and it was nice to get all the cars out together again. Brian reckoned on doing about 180miles that day from his home and back and used just over half a tank of fuel in the Stag, not bad for a big V8.

At September's meeting we discussed what to do at Christmas, Brian has offered his facility to us, we could arrange a buffet, or everyone brings something to share, or do we try and book somewhere else? (answers on a post card please) plenty of time to decide yet!

Mark Ramsay has took delivery of his new toy !! a

86

GT6 convertible, Mark has had to replaced a few items since purchased that required attention , but it will be a bit of a thirsty beast as it is fitted with Triple Webbers, by now he should have all the snagging jobs done.

Aaron arrived in his Herald, after putting it through its MOT, (after completing a fair bit of chassis welding), Aaron was unaware of how bad his chassis had deteriorated as he hasn't had the car MOT for a few years, another benefit of getting your car tested every year.

If anyone is considering travelling with us to Laon next year, please let me know as we will have to think about booking accommodation shortly after Christmas I assume that everyone who booked to go last year will still be going in 2021.

I know these reports are short and brief but there's not a great deal going on at the moment, there are a few small shows here and there, but we usually find out about these after the event.

Stay safe and keep those wheels turning.

Apologies to BRIAN ARMSTRONG for cropping his Stag out of the picture that was posted in last month mag, so just for you !!



Geoff

Northern Ireland

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Tel. 07707 288233

Our second run for the month of Aug was in the capable hands of Alan and



Maureen with us meeting at the carpark at Carrickfergus Castle with some of us taking the opportunity to have a wee bit to eat before the run commenced.

A good turnout again with a total of seven cars, five Triumphs, a Riley Elf with Peter (M) and Nathan and then Valerie and Ernie in a modern MG. Thankfully Eric wasn't with us as I fear that Alan (F) would have been distraught with two MG's. It was good to see

Northern Ireland

the return of John and Billy in the tried and trusted Spitfire. A quick run up through the town to Woodburn, although not too quick as we met a camera van at Prospect, brought us to the New Line and here we had to make quick decisions as it belted down from the heavens. Soft tops now in place saw us making our way over the top to the Watch Hill and Ballyrickard roads before dropping down to the Kilwaughter area to take the Starbog road towards Carnalbanagh. We have been known to meet several tractors in this area but this time it was a crowd of motorbikes, thankfully going in the other direction. Some lovely farms and houses here as we passed the Capanagh Forest area as we made our way towards Carnalbanagh. It was during this time that we had several stops as SAL was playing up with Colin, blowing fuses to the extent that they had to leave the run and return home. We continued over the hilltop before coming to the Sheddings area to head towards Broughshane. A sharp right at the Half Way House took us to the Longmore and Glens Brae roads as we made our way across the hillside, passing the large wind farm, before dropping down to cross over the A43 to head through Newtown Crommelin, to once again take the Old Cushendun road.



A different route this time as we took the Glendun road, rather than the Glенаan, so that we were travelling alongside the aptly named Glendun river as we made our way towards Cushendun and the A2. A swift run along the main road (Glencorp) before we turned to the hills again. Just as a matter of interest in case you aren't aware, Glencorp means the "glen of the dead" or "glen of the bodies". More than likely because of the history of early Christian farmsteads that were often attacked and only the bodies remained. There is a mound called the "Fort" in the townland of Falnaglass, but it has now been identified as a Bronze Age barrow burial mound that dates from 2500 to 500BC.



Taking the familiar Gault's road here we took one side of Glenballyeamon before we merged near the top of the glen to travel to the junction of the main road between Cargan and Waterfoot to Glenariff

forest park for a well-deserved lunch break. A good crowd here as some of us availed of the café, whilst others had a picnic lunch. As we were officially finishing here, the more energetic went for a stroll, whilst the Hogg family carried on to Waterfoot and then a run along the coast to Glenarm before climbing the glen to Ballymena and home. An enjoyable run from Alan and Maureen. A further update on Colin's woes! It would later appear when he got home that it was two bullet connectors that were causing the problem. One of them, although it fitted tightly into the jointing tube, could move about, and pulled out by about 1/4 inch whilst still being unable to fall out completely. Colin suspects the bumpy roads have made them touch the engine earth strap which runs alongside the loom and across the bulkhead, so clearly there was enormous relief in the household that the entire gearbox tunnel didn't have to come out again. Between the point where they called it a day and Broughshane he used 13 fuses out of 17. Sometimes they blew immediately the ignition was turned on, sometimes they got a few hundred yards- very confusing I would say. He is currently now replacing parts of the loom that weren't attached properly when he initially removed the control box for alternator replacement, it actually went on fire when he was washing the ca, a good few years ago. Of course, the fire may have been down to the same two bullet connectors which, I understand, have been there for 18 or so years. Not to be undone with all of this he has also stripped the accelerator pedal out and fitted replacement bushes. A top speed of 62mph all the way back home to Scarva from Carnalbanagh isn't too exciting, especially without a working overdrive! Sat 5th Sept saw our Peninsula Run (Covid19 Special) starting from Comber car park under the control and supervision of Alan and Pam (F).

Bit of a surprise when I arrived at the meeting point as waiting there was Paul R, there to wish us all well in his very tidy looking 1971 GT6 mk3 that he had bought in 2015. It had spent the previous



26 years in a damp lock up garage and it took over two years to do a full chassis up restoration. Built for road and motor sport use it has its original 2 litre engine with a Phoenix extractor manifold and 1 3/4 SU carbs rather than the standard Stromberg carburettors. A Quaife limited slip diff is also fitted and helps with the performance and to keep it between



Northern Ireland Notts

Northern Ireland Continues

the hedges, as clearly there is some speed performance needed in hill climbs. I might state that there are other "items" fitted as well but a bit too technical for me to address here. Lovely looking car - a credit. Further shock was that Jacqui was still recovering from a Covid 19 infection. I had spoken to Paul 3/4 weeks previously and had just assumed that all was well after she got out of the hospital - still not great as I type this report. Hope by the time you read this Paul matters have improved greatly for Jacqui. A good turnout for the run with Valerie and Ernie in the Figero, Billy and John in the VW and Peter and Amanda in the speedy A35. The Triumph make was represented by the Spitfires of Simon and Stephen with Elizabeth, the Herald of Alan and Maureen, Colin and Heather in SAL, Heather, and self, in the TR and, of course, Pam and Alan in the Vitese. Plans made and we set off towards Killinchy on the A22 to Lisbane before taking a left at Ardmilan to our tea/toilet stop at nearby Whiterock where our cars created a bit of local interest.



It would be nice the next time we are in this area to try a wee run down the Ballydrain road to some areas of interest at Reagh and Mahee islands, although you must come out the same way. Moving on to Killinchy and Balloo after our stop we carried on through the townlands of Ballymacreelly and Toye and adjoining areas as we scouted Clea Lough. Crossing the A22 again as we made our way to the shores and coastal inlets of Strangford Lough at Ringduffering and Quarterland before returning to Comber on the Killinchy road. Scouting Comber and then along the A21 to N'ards before taking the A20 coastal road to Portaferry passing through Mount Stewart, Greyabbey and Kircubbin on the way. Thankfully for me no stopping at Greyabbey



this time, to the disappointment of Heather and Simon, I might add. After clearing Portaferry we took the coast road to the end of town before obeying the Kearney fingerpost telling us our next stop was three miles away.

(Photo 6 here) Stretched the legs for a while and it also gave Simon the opportunity to remind me, in front of the rest of the group, what had happened the last time I was there. My offside rear shock collapsed, and I needed the breakdown lorry! Toilets closed so a sharp run, with care, to Cloughey and a bit of a queue. By this time Alan and Pam had left to prepare the BBQ's and so we had a leisurely run along the coastline through the villages of Portavogie, Ballyhalbert, Ballywalter and Millisle to our Covid compliant destination at Donaghadee with a BBQ grill for each crew to ensure social distancing. A big thanks to Pam and Alan for all the organising. Our next run will be on **Sat 17th Oct meeting at Dunsilly park and ride**, Antrim moving off about 11.30am with a tea/lunch picnic and then a planned meal in the evening. **On 7th Nov we intend holding a Lift, Look and Lubricate Day at the home/garage, of Colin at Scarva from 10am onwards** and then a run around the Bessbrook/Markethill area in the afternoon followed by a meal at Sintons at Scarva.

Further details nearer the time for both events.

Douglas.

Notts

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For all our members in the Nottingham area unfortunately still we can't hold our meetings at Sandy Pate sports bar the venue currently do not allow us to gather as a group and as new guidelines from the government came into force again for any group meet up we can not do so.

So I think for this year no meetings or outings will be planned until next year. We are hoping things will be a little better in 2021, we unfortunately have to look of the changes that is happening for us .

We were lucky to go on the Derwent valley chippy run in September. We used our Triumph Spartan which we purchased in lock down, such a fun ride now all the little nuts have been tightened and a few technical hitches sorted.

We went around the Derbyshire hills then into Matlock Bath for chips at Charlie's restaurant, although it being strange in distance meet-ups. It was nice to



Scotland Central

catch up with the usual guys for a drink in the fishpond pub. Hopefully we can get back to some kind of normality next year please stay safe and any questions please contact us.

The AGM is on Sunday 18th October via Zoom for members this is at 1 o'clock look out for login details in the courier and join us for a catch up.

Thank you for your patience. Hope to see you all soon, stay safe.

Nigel @ Di.
x

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Well this is not my first attempt at writing an Area Report, but it does look like I will be writing the reports until the end of the year or until our yearly area AGM. To be fair I did offer to do it. Then it will be all change for the AO team.

As most of you will know by now Michael wrote his last report for the September issue following his AO resignation. I am so sorry to see Michael resign, he has been an excellent ambassador for our area and contributed much to its success. So a big thank to Michael and not least for his detailed area reports. I am sure we will all miss his contributions. However, let's not forget he will remain an active member and friend to many of us.

That brings me to the recent announcement from Jacqui and Mark. They have made their intention not to stand for re-election as AOs for the coming year, although they will continue until the end of the year. Many thanks to them both. They have been the backbone of the AO team. I really can't list the many things and contributions they have made, it would fill a book. Not least taking care of the banking, purchasing of Gazebos and the like, storage

and transport of the club regalia plus tables etc. They will be sorely missed and I am not sure if we have anyone that will be prepared to do as much going forward. Just a reminder that they will continue their efforts to the end of the year.

I have not made a decision to stand for re-election at the next AGM. So we have a blank sheet for names from those of you interested in taking on the role from the start of 2021. A chance for someone or a new team to take the Club Area to new heights or even in a completely new direction. So thinking caps on.

Cancellations have continued to blight us all year and last month the Millport Show succumbed to the same fate. For those of you that don't know, Millport is on the small Island of Cumbrae. A beautiful spot and very popular for tourists. Many Islanders were concerned about the number of visitors the show would attract to the Island and understandably so at this very difficult time.

On the good news front, the Kames Show did go ahead and a few members attended as individual entries or visitors. Apparently it was very well managed following Covid-19 rules and reasonably well attended. Plenty of classic cars showed up for the event.

Mark and Jacqui organised a club car run out to South Queensferry which went well and a few cars made it along. I couldn't manage along. I am told it was a great day out and thoroughly enjoyed.

There doesn't seem to be much to report on club cars at the moment. This is probably my fault because without our regular meetings I am out of touch with individual progress.

Richard Porter had a Spitfire MkIV engine for sale back on 23rd August. I don't know if he still has it. He says it is a good runner at 83K

miles. He has swooped it out for an Mk3 engine.

Ken and Alison are busy working on their Campervan. Obviously not a Triumph model, but it will be their Triumph when eventually completed (weak pun).

Brian continues to restore his Land Rover while exercising his Triumphs from time to time.

After a short hiatus Alan Well's GT6 is finally progressing well. Having rebuilt the both A and B posts, reconstructed the front chassis mounts, replaced the door and several sections of floor it's time to weld the outer sills in place. After much fettling the gaps are looking about right so wish him luck!

Well that's all for now folks. Hopefully we will manage some Covid-19 safe runs, rules permitting, before the worst of autumn and winter hit us. Keep an eye out for information on the TSSC Scotland Facebook pages.

No meetings or events currently planned.

Colin



Somerset North Staffs

Somerset

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Yet more events have been cancelled, the last victim being the Somerset Festival of Transport that should have run over the weekend of 26/27th September. However all of our regular shows should be back next year and we will be putting together a calendar of events for 2021. Even the weather seems to have been against us in late summer with too much of the wet stuff putting in an appearance.

Members keep on going though, fettling their cars. Scott has a lovely shiny set of new mini lites. Martin is doing an enormous amount of work on his Mk1 Spitfire and we are all looking forward to seeing the results of his Labour. Maggie has now replaced her Delco dizzy with one a Powerspark electronic one from the very helpful people at SimonBBC.com.

Let's hope that has sorted the Spitty out. It was running so beautifully too, until the core plugs were changed. Must have been something that was disturbed during that process, but couldn't track the problem down.

As I write this Haynes International Motor Museum are planning on restarting their Breakfast Club meets next month, it would be worth keeping an eye on their website. These things can be, as ever at the moment, subject to last minute changes.

Sadly there is not much more to report at this point in time, but keep an eye on our Facebook page for information about meets and drives as and when they become possible.

We will continue to hold monthly meetings via Zoom for the foreseeable future. Emails with login details are sent out each month, please contact us if you are not receiving them.

Harry and Maggie

North Staffs

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Hi All. The summer months as always seem to fly by and here we are in autumn with the days quickly getting shorter, so make the most of the remain-

ing days in October before it turns to winter. Over the summer I'm sure we have all missed getting out and about to the usual shows and events, last month we did manage to attend the first classic



car show of the year on the Sunday of the bank holiday weekend.

It was no surprise that the event was well attended with a large range of cars and traders, having said that on arrival I was greeted with the comment, at last, a Triumph Stag, as it turned out I was the only Stag there which is a first.

I believe some went on Monday don't know if it was as well attended as Sunday when I did see a number of members from the Cheshire area, and the weather was good with no rain, I understand that this show could be run again at the end of September TBC.

A few of us are due to attend a Rail & Classic Car Festival this month (Sept) if it's still on, so fingers crossed that it's not called off at the last minute as so many events have due to meeting the ever-changing government requirements of Cov -19 rules.

I hear from Andrew that he is progressing with his GT6 working hard to get it back on the road only to

have setbacks of no clutch and leaking pipes, he has finished under the bonnet and the suspension has been rebuilt, brakes rebuilt, new fuse-box, everything rewired, spoiler



taken off and new valance fitted, everything that didn't move repainted etc. Looking very smart.

I myself have been struggling to move the rear tub just a few millimetres to get a cap on the driver's door that's been reskinned, having removed all the bolts and pins I couldn't move the tub.

Having spoken with John said had I checked the seat belt anchorage bolts, I got a mirror as I couldn't get under the car I discovered that the inner fixing



East Sussex West Sussex

also went into the chassis, unlike the outer fixing, with that undone I managed to obtain a gap.

I had to add lots of packing on the rear to try and even up the gap from top to bottom, not helped by a large amount of play in the hinges which will have to be sorted.

I was disappointed to find the repainted boot lid had two dents, which has been stored in a blanket, the result of having too much junk around in the garage I suppose.

Keep me updated on any projects you are working on along with any photos that could be published in the Courier.

Regards meetings I feel that many members are uneasy about indoor meetings so for the time being, I will try and arrange outdoor meetups at the weekends if you have any suggestions please get in touch.

Cheers

Dave

East Sussex

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Hello one and all. Our second strange meeting with all this covid stuff, but even with that quite a good meeting with 12 members coming along, one new member Ian Cole, who has bought a Bond restoration project, so a warm welcome to Ian and good luck with the Bond, hope to see you again.



We recently had a fish and chip run from Lewes to Pevensey Bay, organised by Richard and a massive



thank you to him, there were 9 cars and 15 people, all of us socially distancing of course, a very enjoyable evening was had by all, so once again

thanks Richard.

Not much to report this month with not much going on at the moment but hopefully we can all return to normal next year.

So until next time.

Cheers

Ian

West Sussex

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After a lengthy gap of five months and a day (since the March meeting), during which we were unable to hold an Area Meeting, the day for the August one finally arrived - falling on 19th. However, also falling that day - and pretty much all day - was the heaviest rain we've seen in a long time, accompanied by very strong winds - all courtesy of Storm Ellen.

As Storm Ellen was forecast well in advance, inevitably we started to see members either calling off or switching to modern cars in the run up to the night. However, when it finally came, only West Sussex Area Officer Nigel and I turned out - and we each travelled in modern British cars, opting not to bring a soft top Vitesse or Spitfire convertible Triumphs out into the storm, so it was a Triumph-free meet. Maybe we may see a few in September - the last opportunity to arrive at the pub before darkness falls!

But there have been some Triumph activities going on in the West Sussex area during the rest of the month.

Starting with what have to be the lowest levels of reported activity, I swapped the wheels round on my Spitfire, drove her 60 miles and gave her a polish, whilst Nigel filled up the tank on his Vitesse for the second time this year.

Slightly more actively, Barry not only renewed his membership, but also wrestled with oiling his trunnions - a job he still hates.

Iain reported continuing carburettor problems on his Herald, but while she's out of action, took the opportunity, with daughter Rosie, to treat some surface rust - including spraying the horn brackets. It's a quiet news





West Sussex Thames

West Sussex Continues

month, so I hope you enjoy seeing the brackets! (picture) More importantly, it's great to see enthusiasm for one of these lovely old cars being passed on - this Herald has been in the family for several decades and Rosie is a regular attendee at our Area meetings.

I am told that electronic ignition packed up on Martin's Vitesse, leaving him stranded - but luckily only a mile from home. Unsurprisingly, this is leading him to look into renewing some or all of it.

At least a couple of West Sussex members have recorded some real progress with the jobs we've been reporting over the last few months:

Following work begun in the Spring, Paula's Spitfire has been transformed from its bare metal state by

a new coat of paint, which also changes its colour from the original yellow to Morello. (picture) This isn't a Triumph car colour, of course. Neither is it



the Triumph motorcycles deep cherry Morello, nor the BL Morello Purple. What it is - apparently - is a match for Paula's front door! It looks fantastic in the pictures and I'm sure will look even better when we see the car all back together, complete with Paula's (previously reported) self retrimmed interior in place.

After having examined the contents of his Vitesse's gearbox, Glenn decided to get a rebuilt one from the well known Triumph guru Tony Lindsey-Dean, fitted the bell housing and selector assembly and treated her to a new cone clutch to cure the occasionally slipping overdrive. Having got it all back together (two pic-



tures) he is now planning to fit a rebuilt 3.63:1 diff (a higher ratio than the Vitesse diff which is 3.89:1) to reduce the revs when cruising. This diff used to reside in his



son Joseph's Spitfire.



Although a lot of events have fallen by the wayside this year, right at the end of the month, we saw the annual charity Barns Green Classic Vehicle meet still managed to take place, on the Saturday of the Bank Holiday weekend.

This event is held at member Ben's pub each year, normally with raffle, barbeque, live music and more and was very well supported by our members in 2019. Unfortunately, due to Covid, the 2020 event was a much more limited affair, which was very unfortunate, as it raises a large portion of the total fundraising for St Catherine's.

Nevertheless, there was good turnout, including a range of static engines, a tractor and cars of all ages.

Ben's Herald convertible (picture) and Henrik's Vitesse were joined by another Spitfire and a Vitesse convertible, which kept Triumph well represented.

Having got one Area meeting under our belts - albeit with a small but select attendance - we hope we will now be able to resume the balance of our normal schedule of monthly meetings at the George and Dragon for the rest of the year. If you're thinking of coming along, do check with us on Facebook, Instagram and Twitter, for the latest news ([@tssccwestsussex](https://tssccwestsussex.org.uk)).

Our final meetings of 2020 are set for: **21st October, 18th November and 16th December**. Hopefully see you there.

Keep safe - on and off the road

John

Thames

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Hello all. So that was summer, it's getting darker each morning and evening draws in quicker. Missed being at the regular shows this year. Let's hope next year is more normal

I have repaired my Vitesse. Hope your all coping and putting your Triumphs to good use.



North Wales South Wales

Social meetings

6th August at the Fairmile Inn @Cobham.

It was a glorious evening, sadly no Vitesse though. Julie and I were joined by George B, Chris C & from Surrey Area Karen & Adam. We social distance over two tables enjoying the evening sun in the beer garden. Triumphs in the car park were Georges Vitesse Mk1 convertible, Chris's Spitfire Mk3 & Karen's Spitfire Mk3. Chris Spitfire is now 50 years old. It was a lovely meeting, slightly spoilt by the slow service, but it was hard to get the waitress attention as she was chatting up the footballers

20th August at the George Inn @ Wraysbury.

Another Sunny evening, my Vitesse rear spring arrived today. So using my euro box as Julie was working. Keeping me company were George B & Tony H, both in their Triumphs (Vitesse & Stag). No new news on ongoing works on our Triumphs, but we had a pleasant evening chatting away.

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 07773 632807.

Mickey & Julie

North Wales

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Hello, everybody. As mentioned in last month's Courier our Chester & Wrexham group had arranged to meet at Chester Lakes, and this took place on Saturday 8th August. There was a very good turn-out of twenty cars, making a total of thirty-five people in all. Of course, we all kept a sensible distance, but it was lovely to actually see our lovely friends and have a really good chat. The weather looked a bit dodgy to begin with, being quite cloudy, but it kept dry, thus enabling everyone to sit out. One of the really amusing things was Jon and Bev's Labrador, Max, eating a whole lollipop off the stick:- never, ever seen anything like that before! Jon said that Max was feeling a bit hot, but we know the truth, and that is that he is one very loved and spoilt dog.

The weekend of 29th-31st August was the Oulton Park Gold Cup, and we attended on the Sunday in

our Jaguar XK8, as we were booked in with the Jaguar Club. A small number of our M.G. and Triumph friends were also there on the same day, so once again it was nice to see people (at a safe distance, of course) and have a good natter.

Although nothing much is taking place, at the time of writing this the Weaver Wander is going ahead on 12th September, so hopefully that should be a good day. We are keeping fingers crossed that the weather will be kind.

In the meantime, do remember that we are still here, and if you have any questions or queries do not hesitate to contact us either by telephone or e-mail. We know restrictions are gradually being lifted, but please remain to take care and stay safe.

Regards,

Helena and Roger.

South Wales

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Most of our local members have been keeping themselves busy doing all those little jobs on their cars that they have been putting off as rainy day work. We have not ventured out this month however most of the South Wales members have had their cars out on the roads or at least to the end of the valley and back.

Rob's Stag has made its way back onto the road after an extensive refurbishment at Rocket Dog Restorations. I saw the car just before it left and credit to Craig for a top notch paint job. Rob will be polishing away at his new toy as we speak and hopefully for many years to come.

I had a strange job come my way this month when a chap we know called Paul brought his 1959 Triumph Tiger Cub motorcycle my way to have the electrics sorted out. It actually started as could I fix the headlight switch but turned into a full wiring harness as I think it had been wired by a colour blind octopus, not Paul I may add. As I found to my cost the headlight switch used on early sixties bikes must have been sourced from the same company that made the Enigma machines for Adolf in WW2. Fortunately the cryptographers at Bletchley Park had provided the South Wales Classic Bike Club with a decryption diagram on their website so I was able to eventually figure out what was connected



South Wales

South Wales Continues

to what and the Cub soon got its roar back as Paul who is 80+ rode off resembling Wallace having parted with Gromit in the sidecar.

It was nice to see Gwyn's much loved Dolly in to Berns workshop to have the 1500 engine sorted. Babs and Tim had decided to finish off one of the last jobs Gwyn had wanted done on the car.

Bern worked his usual magic and rebuilt the engine and corrected a few issues that came to light along the way. Like always the engine started on the button and with a bit of fine tuning the Dolly was back on the road with Tim at the wheel and sporting a big grin.

Mike who is the owner of a near mint 1980 yellow 1500 Spit had contacted me regarding a run ability problem he was having with his car. Over the phone and by text it is hard to advise unless the problem is obvious. It sounded like a carb problem and advised he talk to Bern as it did not sound like something he would fix by himself. I was at Bern's garage a day or two later when his car turned up on the transporter. The bonnet was up in a blink of an eye



and from a distance I could see one of the problems as the choke cable had not been threaded through the static ferrule in the left hand SU. Bern soon had the car running and it was evident that the carbs would benefit from a little TLC to get the engine spot on. Up close though the car is really immaculate and up there with the best I have seen even the trailer queens at the NEC etc a credit to Mike.

I had my daughters Mini in for MOT and Derek who runs our local garage happened to remember I did a bit of old car resurrection and asked if I would have a look at a 1966 Triumph 2000 which belongs to a local elderly gentleman as he was snowed under with post lockdown work. I was amazed to see a near mint Triumph 2000 parked out back

which had the original documents and handbook all on the back seat. On opening the door the internals smelt like it had been in a showroom all its life. Derek gave me the key and I had a go at starting it. The battery was good but it took a good few turns of the key to get it to eventually fire up. The engine was not happy and was chugging and did not want to pick up when the accelerator was blipped. Heaven knows what it drove like. I told Derek I would return later with my tools and a change of clothes to have a look. Later I got the bonnet up and was surprised by all the original stickers and service information that was still untouched under the bonnet although there was the usual surface corrosion from years of storage and evidence of rodents having stored nuts around the vent and heater area. The carbs had been replaced in recent times so I had a suspicion the problem may be ignition. The distributor cap revealed a near perfect set of points and condenser and I tried to move the rotor arm to see if the mechanical advance was working and sure enough it was solid. Taking the rotor arm off revealed that the little lubrication pad was missing and there was clear evidence of rust on and around the screw which holds the advance and distributor cam shaft in place. I explained what I had found to Derek and said I would have to take the distributor off and overhaul it in my shed. On closer inspection the distributor a Lucas 25D the early one with the knurled adjuster on the vacuum advance was in overall good condition apart from the seized mechanical advance shaft. I put the distributor carefully in my trusty vice with protection around the body and locked the input drive so that I could attempt to free up the screw and hopefully the advance shaft bush. The points, condenser and distributor base plate are then removed to reveal the mechanical advance weights and springs. Its best to take a photograph at this stage as the weights and springs have to go back in the way they came out and the advance springs are different engaging the lighter spring at low RPM and the heavier spring at higher RPM. Carefully remove the springs with a small screwdriver and snipe nose pliers and set aside so they don't get lost, now you can attack the shaft. The best way is to apply some WD40 with the screw in place and go for a cuppa. On returning the screw came out without a problem however the mechanical advance shaft was solid. Having had a similar problem on other distributors I knew the only way to free this up was to protect the cam with a piece of split rubber pipe and employ my trusty engineering grips. Initially this did not work either and I had to apply a small amount of heat to the top end of



Wessex

the shaft to get things moving. The shaft released its rusty grip and I got all the surfaces cleaned up with emery cloth and properly lubricated. After a bit of careful re assembly the 25D was back as good as new and ready to go back in the 2000. I should say that I also made sure the little lubrication pad was now in place below the rotor arm and a liberal drip or two of 20/40 was now making sure the distributor would stay free for years to come. The distributor was fitted back on the 2000 and I set the points gap and adjusted the timing using my timing light. It was obvious from even starting the car that an immediate improvement had been made, and I took the car out for a test drive, all was well and the 6 pot was pulling like a train. I had forgotten what a lovely car the Triumph 2000 actually is to drive and it brought back memories of all the time spent riding shogun in Bern's Stag Saloon some years back.

I forgot to mention C r a z y Georges latest development which is an exhaust for guaranteed social distancing on club runs photo attached!



Anyway enough wittering for now and hopefully everyone will now pay a little more attention to the important role of the distributor and its lubrication when servicing your engines.

Al

Wessex

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Nice to see that someone has managed to be productive during this period. Steve sent me this photo to show the progress with his Vitesse chassis, it is a shame that it will eventually



be hidden, have you thought

of glass foot-wells? Gary and I had a go at putting the bits & pieces back together on his GT6 doors, but were thwarted by a knackered door catch, that was my take on the day. Now hear how Gary an engineer viewed the same day;- "Look at the positive, we followed good steady engineering discipline and saved ourselves time in the long run. The correct engineering things were to use a model as a prototype i.e. your door. The second which showed up the latch problem was to test component before final fit, i.e test it on your door. The manuals are lacking in instruction/detail, the parts manual doesn't show/list all the parts, so following good old cautious engineering principles has paid off." Looking at the pictures in the Courier last month, you will appreciate our over cautious/paranoia approach by using a spare door shell first, to see the best way of getting it all back together. It is the bane for all of us when putting cars back together, the dreaded scratching of the new paintwork! So is it all, a challenge to be solved, or a problem that is a pain in the proverbial? Depends on your point of view and who you are! We both agreed, we are the lucky ones, not everyone has managed to find time to spend on their classics, what with working & all those other little (or not so little) jobs that we have been meaning to get round to for a long time.

Trevor put a run together for a small group of local members, starting & finishing at Avon Park, using the route of an earlier New forest Run. This was on Sunday 13th September and was weather dependant. Not sure what weather conditions would be ideal? If wet & windy, not much point, if really hot & sunny, every Tom, Dick & Harry will be out, so I am assuming something in the middle would be preferable. Now I only mention the following in the context of why we have these logistical hurdles in organising a simple run, as for the treasure hunts, we have not done one for years. So at the risk of repeating myself, it is becoming a regular occurrence, again the good weather has brought the over crowding, camping on the beach, bad parking, the good news is that some cars have been towed away and Dorset holds the accolade of issuing the most parking fines, finally the authorities are starting to get tough. When it happens on your own patch, you start to appreciate the frustration for the locals in Venice and other places in the Mediterranean and around the world and how they must feel. Yes, we need the tourism, but at what cost. Obviously we have always been a holiday resort, but it used to be seasonal, only in the summer, now like everywhere it has got more intense and is all year round. Do you



Wessex

Wessex Continues

ever feel that you sound more like your parents with the passing years? I wonder what the younger generation will be like when they get to our age, probably no different.

Maybe theirs will be the lament of the passing of the car and living a virtual existence?

Now for some not so good news. Classic Cars on The Proms (CCOTP) committee have decided that unless some new people come on-board to run the CCOTP for 2021 the CCOTP will be formally dissolved on the 27th September, as the present committee has decided to stand down, all of whom have done many years service to keep this event on track. So far no volunteers have come forward. This will leave a big gap on the south coast, an informal gathering on Bournemouth seafront every Sunday in the summer attracting up to 200 cars and when on Christchurch Quay, over 400 cars if the weather was good. It was great for us locals that you could be sat at home and then on the spur of the moment decide to get the old classic out and have somewhere to go and park, see an array of transport and

have a conversation with like minded owners. As Jerry pointed out, they might of shot themselves in the foot by limiting the numbers to pre 1983 and not moving the cut-off date. This by definition has excluded the next generation who are more likely to be into later models that still could be twenty or thirty years old. If they had been allowed to participate, they might of been there to have helped with, or taken over the running of the club. That doesn't help us when Triumphs have not been produced for over thirty-five years. Fingers crossed that my next report might have some positive news on if it has been saved, something to discuss in the coming months.

Thanks' to Alan for arranging a second impromptu informal get-together for August. Alan was happy to liaise with those interested. Trevor has emailed all with the situation as it stands, so September and October, looks as though it will be a similar situation, it might even be out of our hands if the pubs have to close.

Rely on me to cheer you all up!
All the best and keep safe,

Martin

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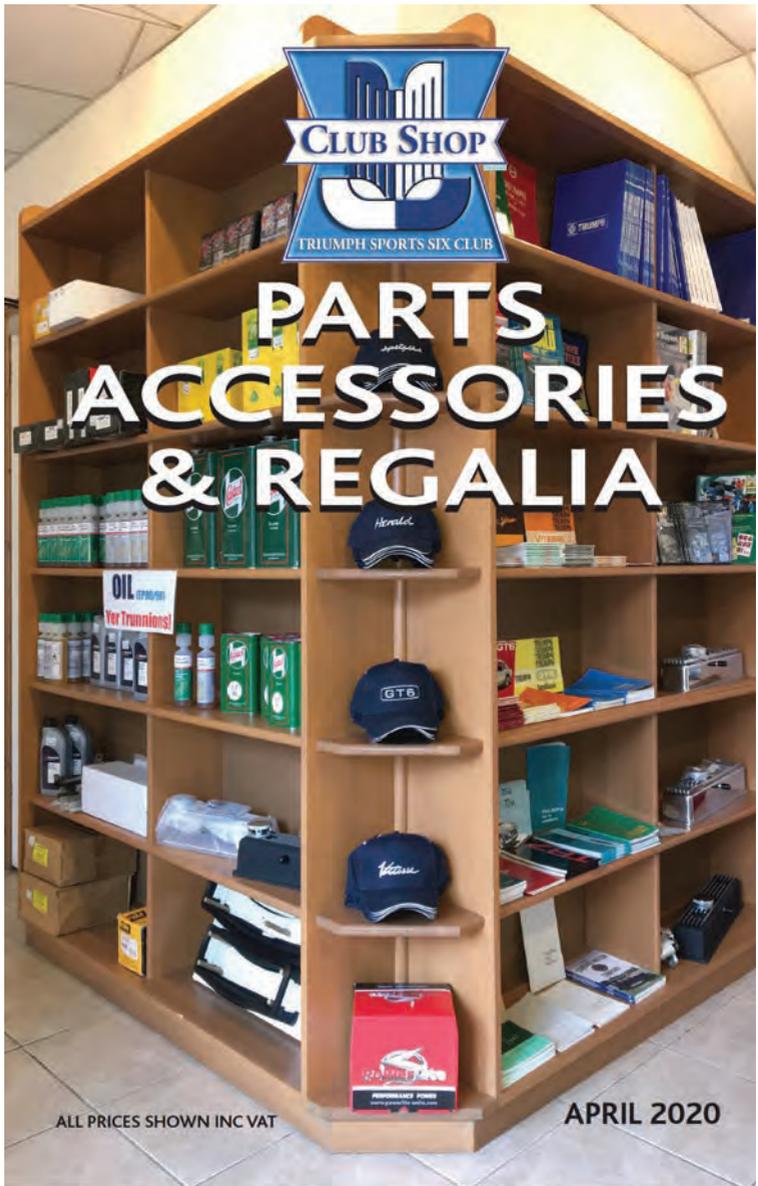
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