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www.tssc.org.uk

THE COURIER NUMBER 485 NOVEMBER 2020 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 485 NOVEMBER 2020

VITESSE

Supercharged!



TSSC COUNCIL OF MANAGEMENT 2020

Chris Gunby - Chairman/Gen Sec



Tracey Hawes - Financial Lead



Nigel Hill - Area Liaison



Tom Hartley - Director



Jane Rowley - Director



Neville Wright - Director



TSSC HQ TEL. 01858 434424 - 9 TO 5 MON TO THURS

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



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



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



TSSC HONORARY MEMBERS

Chris Allen. Dave & Sue Bayliss.

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

John & Pam Griffiths. Leon Guyot.

Pip Flegel. Michael Hancock. John Macartney.

Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.

Frank Spencer. Paul Swanson. Peter Williams.



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THE November 2020

COURIER

Price £3.50 Free to Club Members.

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PICTURE FROM SIMON STEPHENS

Courier Copy/Area news



Editor. Bernard Robinson

e-mail: courier@tssc.org.uk

We will only accept e-mail TEXT & Jpeg files

NO Word/etc Document attachments please

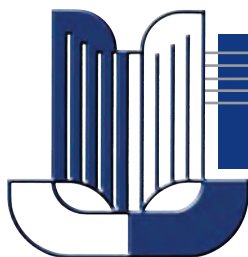
Courier Copy By 8th of Each Month

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THE GET OUT

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

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TSSC HQ Services

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

TSSC Head Quarters is

CLOSED to Visitors until Further Notice

Tel. 9am to 5pm - Monday to Thursday

TSSC MEMBERSHIP & RENEWALS

Worldwide Membership & Renewal £51.00

Young Member (Age 17 to 25) £25.50

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

TSSC INSURANCE PANEL Contact Numbers

FOOTMAN JAMES & CO LTD

Tel: 0333 207 6080 Fax: 0333 207 6104

FJ Breakdown Recovery - 0800 132 278

PETER JAMES LIMITED

Tel: 0121 506 6040 Fax: 0845 2233 020

LANCASTER INSURANCE

Tel: 01480 400763

CLASSICLINE INSURANCE

Tel: 01455 639 000

CLUB SHOP - Mail Order Only

TSSC HQ Team, Sunderland Court

Main Street, Lubenham, Leics. LE16 9TF

e-mail: clubshop@tssc.org.uk

Shop Online: www.tssc.org.uk

Tel: 01858 434424 Fax: 01858 431936

TSSC ACCOUNTS

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TSSC MUSEUM - CLOSED

TSSC HQ, Sunderland Court,

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:

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 had an amazing AGM with lots of new faces that were able to make the most of the opportunity to take part in the Club's management and oversight over Zoom through the comfort of their own home. We even had an attendee from the other side of the world and another from on board a ferry in the middle of the sea! It is important that things like the accounts and the voting of CoM members gets scrutinised by the general membership and not just the same old core enthusiasts as it keeps us fresh and on track and responsive to what the membership truly want from their club. We discussed the issue of the membership price, with members speaking from the floor for and against an increase or decrease with fixed incomes on one side and the club's lean finances without major events like Le Mans on the other. The decision was to keep the membership price the same. Three of the current CoM were re-elected unopposed although we sadly thanked Martin Hughes for his sterling efforts on the CoM over the last few years as he stepped back having done his bit for the Club's Council of Management.

I was able to feed back on work in progress on the website. One that I drew member's attention to was the Online Courier Technical Index which has been added to the Courier page. As you know, as part of the 40th anniversary for the Courier we put the current Courier magazine online for members only. The member from Melbourne said in the AGM that it had helped him avoid the sometimes month-long delay before he got his copy.

As we have all those back issues online it made sense to put in the effort to get the fantastic paper Technical Index for each of the cars online too. On the Courier page on the website there is a big red button top right to Go To Courier Technical Index. This will let you look up the various types of steel wheels available, which differentials have four or six studs or to find out about the history of the people behind our beautiful cars. It has sections by car, and a general Technical All Models index at the end across the whole range so you can compare eg suspension or drivetrain solutions. It was a labour of love by a dedicated member to pull it all together and I'm really pleased that we can breathe new life into it by converting it for use online.

I was also able to announce that we have another project to update the Club Shop website. We are improving its look and feel, making it work better on mobiles and with a more sophisticated search, something that has attracted particular comments in the past. As well as this we have a sister project to extend the club shop to include the body panels and OEM parts that TD Fitchetts supply to our club shop. This means that your membership discount that you get on all parts once you log in also applies to these parts, making membership a no-brainer for anyone contemplating a restoration of one of our cars. This tidy up and body panel project should come through over the next month or so.

Hopefully, with all this technical information and access to body panels you should be able to....

.... **Do more to your Triumph!**



BY TOM HARTLEY

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

POSTPONED until 2021

Ticket Options

www.necclassicismotorshow.com/faq

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.



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TSSC
INSURANCE
PANEL

Footman James
CLASSIC CAR INSURANCE

Peter James
CLASSIC CAR INSURANCE

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

Insert name of TSSC Insurance Panel member

POLICYHOLDER'S DETAILS

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

VEHICLE DETAILS

Model	Reg Number	Body Type	Engine Size	V6 if 4 Litre	Paint	Year of Manufacture	Number of Mileage at date of first registration	Date of purchase	Purchase Price

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

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

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

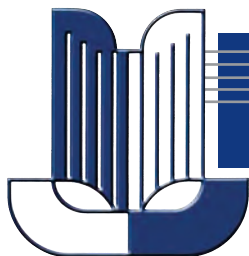
A1+ The vehicle must exceed A1+ TOP CLASS and with this offer to be considered to be Concours.

A2 A3: The vehicle must be in original condition with bodywork/Chrome free from wear. The vehicle components should be free from any but normal faults and should work efficiently.

A3 A3: The vehicle should be in good working order, capable of regular use and satisfying an initial test requirement. The bodywork/Chrome must be free of extensive rust and/or damage.

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

YOU MUST BE A CURRENT TSSC MEMBER OR TSSC VALUATION REVERTS TO 'MARKET VALUE'
NOTE: This certificate will NOT be TSSC backed unless insurance is with a TSSC Panel Member. Provided the details and member's valuation are in order, it will be approved. If the Club Car has been used or under valued by the member, or more realistic value will be set and you will be advised accordingly. In the event of a dispute, the Club valuer may request more information or a personal inspection.



NEWS REVIEW

Monthly News of a Triumph Nature

Accompanied 'Young TSSC Member' Car Insurance



As a **Reminder** we are pleased to be able to offer a great new initiative that is open to current TSSC members that will finally help us promote 'new blood' into our wonderful Club.

We have managed to negotiate with one of the major UK Insurance Underwriters (ERS) through **ClassicLine Insurance** (one of our Panel Insurers) this is a great cost effective way of getting young drivers (drivers under 25) behind the wheels of our cars.

As Long as :-

- The **vehicle owner** is a **current member of TSSC**
- The **additional driver** is **18-24** and has held a Full UK drivers licence for more than one year
- The **additional driver** is a **current 'TSSC Young Member'**

For a small fee of **£40.00** the member can be added to a policy that allows them to drive the car on an accompanied basis as long as the policyholder is sitting next to that said driver and accompanying them on the journey.

This policy is only available with one of **ClassicLine's Underwriters** so please talk to them about this before renewing your policy or taking out a new policy with them, this makes sure they place the policy with the correct underwriter that offers this great benefit.

I am sure you will agree this is a great low cost way of getting younger drivers behind the wheels of our cars in order for them to understand how fun our cars are to drive.

In the first instance please feel free to contact one of the **ClassicLine Team** to discuss this over the phone:

01455 639000

classicline*
INSURANCE



GT6 Engine Bay Valances & Rad Cowling



OFFER for Nov 2020

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

e-mail. **clubshop@tssc.org.uk**

GT6 engine bay valances and Rad cowling.

These valances fit all GT6's, they are made of

Matt Black powder coated **Stainless steel**

Fitting Brackets supplied

EV200 Side Valances £60.00 per pair P&P 2.5kg

RV200 Radiator Cowling £30.00 P&P 2.5kg.

NEW VS200 Valance set of 3 £80.00 P&P 5kg.

Spitfire Engine Bay and Radiator Valances

Spitfire Engine and Radiator Valances. These valances fit all Spitfires, they are made of aluminium and for that 'Original' look they are now available in wipe clean Satin Matt Black Powder Coat Finish.

BLACK POWDER COAT

EV100 Side Valances £55.00 per pair P&P 2.5kg

RV100 Radiator Cowling £35.00 P&P 2.5kg.

NEW VS100 Valance set 4 £80.00 P&P 5kg



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

21st Century Vitesse

Hello all, November is now with us and after one of the best UK summers for a long time now it's time to put our cars away for the winter.

During this period, it's great we have the Courier to read about others experiences with their Triumphs.

So over to **Simon Stephens** to tell us about his award winning Vitesse.

Thanks Dave. OK, so at heart I'm a Ford man. Sorry, it's probably not what you want to hear and you're thinking I'm in the wrong magazine! I currently own a show winning Sierra XR4x4 Twin Turbo, a track day 3 door Cosworth and a Mk1 Focus RS. But I've always had a fondness for the Vitesse ever since I recommissioned a Vitesse 6 for my wife's boss 20 years ago. I really enjoyed it. Easy to work on, looked good and sounded great. So I thought one day I'm going to buy one and fully restore it. 10 years later, rather late in the evening and I think after a few beers I did the worst thing you can do and that's go on Ebay! (I'm sure we've all done it.) I typed in Triumph Vitesse for sale and amongst the ones that popped up was this 1969 Mk 2. It just looked right sitting on those 6 inch Mini Lites. The colour was very similar to what it is now and I liked the position of the fuel cap on the rear deck, [Picture 1](#).

It was quite tatty but it had an MOT and the owner said it drove fine. So with a bit too much alcohol in me and without even seeing it in the flesh (a big no no I know) I hit the "buy it now" button. I was now the owner of a rather tatty Vitesse which if I had been



sober, would have said slightly over-priced at £3500. (Prices have been rising sharply in the recent years - Dave)

So a few days later, brimming with confidence I jumped on the train in Leamington Spa and headed to Norfolk. It turned out to be as described in the advert and was just what I was after. The drive home was uneventful apart from it rained as I just got into Coventry and the hood was down and I hadn't even checked the hood before I left. Luckily it was fine and I got home reasonably dry.

I used it for a couple of years on nice days. Then one day it wouldn't start so I pushed it into the garage and left it there. A year later, bored one summers day I decided to strip it down and that was the start of a seven year ground up restoration. The brief for the restoration was to build a Vitesse for the 21st century. It had to keep its original look as that is what drew me to it in the first place. And I wanted to retain the original engine but make it unique. I'm not one for swapping engines to get more power, I like to keep the original engine and modernise it. In my head 200bhp should be easily achievable with a supercharger so that's what I did.

As a self-employed mechanic for 30 years I was confident in sorting all the oily bits but bodywork isn't

my thing so I looked around for a Triumph specialist. I saw an advert for Southern Triumph in a magazine and noticed they were in Bournemouth. I go down

fully rebuilt. The bottom end is lightened and balanced with JE Pistons and the head gas flowed with bigger valves. The engine was



Pic.2.

there quite a lot so I gave them a ring. Mark the owner was great. He really sounded like he knew what he was talking about and I felt confident he could do the body and chassis work to the high standard I was looking for. The chassis and body were taken down to Mark where they were first shot blasted then any rot was cut out (and there was a lot) and new metal welded in. The rear tub was deemed too bad so Mark advised me to try and find a better one. A search on Ebay (sober this time) turned up an unfinished Herald with a very good tub. This was stripped and taken to Mark and the rest of the parts were sold.

As funds were getting low at this point and not knowing what fabrication work was going to be needed to fit the supercharger it was decided to just paint the chassis so I could build up the suspension, and the body was just blown over to stop it going rusty until it could be returned for final paint.

Whilst Mark was doing the bodywork the engine was stripped and

bolted up to an up-rated type 9, five-speed box and fitted into the chassis. I had the chassis with bulkhead and bonnet attached back from Mark and I then proceeded in building up the suspension and brakes. It was then taken down to TTS Performance who are Rotrex specialist and fabricating gurus. The owner Richard was very enthusiastic about



Pic.3.



Pic.4.



Pic.5.

the project and after around 3 months had a majority of the supercharger conversion done. What they had achieved with such little space was amazing, [Picture 2](#). Some of the work could not be done though till the rest of the car was built.

With funds replenished the Vitesse went back to Southern Triumph to have everything painted in Lotus Cortina ermine white with a green stripe and for the body panels to be fitted and aligned. Several weeks later the car was back at TTS to have the final fitting and fabrication work done.

With all the body work and the bulk of the engine work done the car was now starting to take shape. But I knew there were a million and one jobs left to do. One of those jobs was the interior. A trip over to see Newton Commercial was the plan and I took some MGF seats over there as well to be trimmed in the same material as the back, [Picture 3](#). But when we were being shown around their excellent workshop I spotted the perfect seats for the Vitesse. These are their own design and are able to tilt to give access to the back. All I had to do was fabricate mountings.

The dashboard was done by Classical Dash and the gauges are modern Smith electrical ones, [Pictures 4 and 5](#).

With the interior, fuel system and the bulk of the wiring sorted I needed help with the engine wiring. I enlisted the help of a very knowledgeable man called Ian James who over several visits built a bespoke engine wiring loom. Finally, with this done, the time had come to start her for the first time. With plenty of tapping away on a lap

top the roar of the straight six could be heard. Another hour of playing and we had a good idle and a clean throttle response. But then we noticed the water temperature was getting too high. With the radiator mounted so low down to make space for the intercooler the mechanical water pump just couldn't pump the water round. This was potentially going to need a complete redesign of the intercooler/water cooling system which I didn't want to do. Luckily with plenty of

measuring and studying of the Davis Craig electric water pump website we found a pump



Pic.6.

that would just fit in the very limited space we had left, [Picture 6](#).

With the cooling sorted it was time for a few road tests. It drove well and in a straight line which is always a good thing! Then Easter last year we had an issue that could have completely destroyed the car. We hadn't done any mapping on the road at this point and it was



Pic.7.

running very rich. I had driven the car out of the garage and left it on the drive. It was a surprising hot day for Easter and when I came to start it up again to put it back in the garage there was a loud backfire. I thought nothing of it to start with and continued cranking the engine as it sounded as if it wanted to start. After several seconds my son **Harry** came running out shouting "Dad, Dad there's something leaking". The force of the backfire had exploded the plenum chamber and blown the injectors out causing a river of fuel to flow under the car. Luckily a fire was avoided.

With a stronger plenum chamber built with a blow off valve fitted we could start mapping it on the road and running the engine in. After each mapping session the engine was getting better and better. The car was complete enough by last summer that I decided to take it to the TSSC weekend in Stratford, [Picture 7](#). I entered it into the modified class in the concours not knowing what to expect. The car went down very well with everyone I think and I received some

great comments which make all the time and money spent worthwhile. And to top it off the car won Best Modified and Car of the weekend. A very proud moment in my life. In November I was invited to show it on the TSSC stand at the NEC classic car show. Again the reaction from people was amazing with a constant flow of people round it all weekend. Thank you for inviting me.

So this summer with around 800 miles of driving undertaken it was time to take it back to TTS for a final mapping session and power run.



Pic.8.

If you've ever seen your car on a rolling road it's a very nervy time. I left it down there for the day. Every time my phone rang I was expecting bad news. But when Richard phoned saying all was good and that it produced 201 bhp and 192 lb/ft torque I was over the moon, [Pictures 8 and 9](#).

So now it's pretty much finished I'm going to do a lot more shows, keep it as clean as possible and maybe win some more trophies, [Pictures 10, 11, 12](#) and Vitesse Spec sheet.



*I'd just like to thank **Mark and Rachel** at **Southern Triumph** for doing an amazing job of the bodywork, **Richard** and his team at **TTS** for creating the vision I had for the engine conversion, **Ian James** for his wiring and mapping skills and finally my very understanding wife **Nicola** for never moaning about the countless hours I spent with my other woman, **Verity the Vitesse**.*

Thanks, Simon for a superb article about your Vitesse, which is a 21st car and in my view, still retains and follows the original design concept of this model.



That's it for this month next stop Christmas..
Safe Driving & Keep Running On All Six,
Dave



Triumph Vitesse 2.0i Supercharged

Engine:

Rotrex Supercharger.
Forged JE pistons.
Toughrided and shot peened crankshaft and con rods.
Flowed and ported big valves cylinder head.
Oil cooler.
Electric water pump.
Custom made alloy radiator and intercooler.
ARP bolts



Transmission:

5 speed type 9 semi helical gearbox.
Uprated clutch.
Gripper diff.

Intake and Exhaust:

Custom made alloy intake manifold and pipe work.
K&N air filter.
Stainless steel exhaust and manifold.
Omex ECU.
Fuel injection system.
Custom made fuel system.

Suspension:

GAZ adjustable dampers.
Adjustable top arms.
Poly bushes.
Alloy front hubs.
Up rated lower ball joint kit.

Brakes:

BCC 4 pot aluminium calliper kit.
EBC brake pads and discs.
Braided hoses.



Chassis:

Strengthened out riggers.

Wheels:

Superlite alloys with Yokohama 185/60 13 tyres.

Interior:

Newton Commercial sports leather seats.
Custom made dashboard with Smiths gauges.
Leather steering wheel and gear knob.



T.D. FITCHETT Ltd

SUPPLIERS OF ORIGINAL TRIUMPH SPARES

HERALD/VITESSE

Petrol tank	£225.00
Front lower valance 1200 O.E.	£195.00
Front lower valance 13/60 O.E.	£195.00
Front lower valance Vitesse O.E.	£185.00
Herald 13/60 front lamp panel 812140	£105.00
Herald 1200 front wings	£225.00
Herald 13/60 front wings	£140.00
Vitesse front wings	£175.00
Front wing 'D' plates 703627/8	£12.00
Windscreens drip channel	£18.00 pair
Herald/Vitesse door skins 901338/9	£130.00
Door skin repair panels	£25.50
Tread plate repair panel	£11.50
Front Footwell	£105.00
Front floor mounting bracket fr 607548	£11.50
Front floor mounting bracket rear 607549/50	£11.50
Rear floor mounting bracket 607655	£12.00
B post mounting bracket 703625/6	£26.50
Stainless steel tread plate finisher	£30.00 pair
Boot side panel 804611/2	£40.00
Herald 948/Vitesse rear centre valance	£90.00
Herald 1200/13/60 rear centre valance	£97.00
Rear quarter valences Herald 948/Vitesse	£52.50
Rear quarter valences Herald 1200/13/60	£55.00
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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
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Accelerator pedal bracket 147655	£12.50
Set of 8 front suspension bushes 119451	£15.00 set
Front suspension shim 122022	£1.75
Caliper repair kit inc pistons type 12	£25.00
Caliper repair kit inc pistons type 14	£22.50
Caliper repair kit inc pistons type 16P/16PB	£32.50
Recon exchange caliper type 12	£55.00
Recon exchange caliper type 14	£45.00
Recon exchange caliper type 16P/16PB	£62.50
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Brake servo recon (exchange)	£85.00
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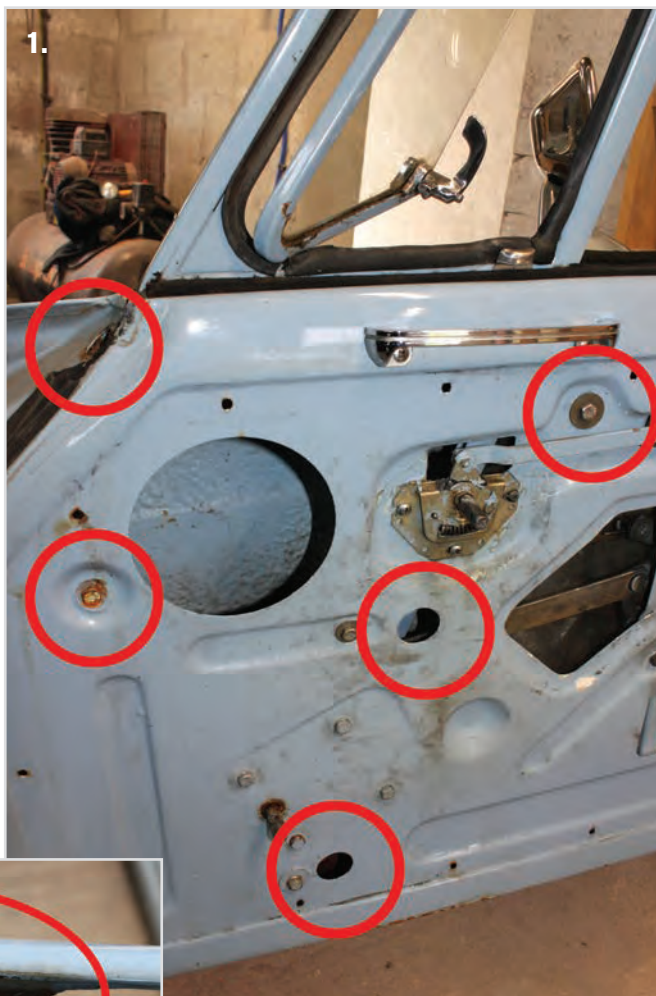
Skin Care

Relax, I'm not going to talk about my moisturising regime, I'll save that for a future article, instead I will take you through replacing a door skin on a Herald (or Vitesse).

It was 2007 when my Herald was restored, many years of driving in all weathers on muddy rural Devon roads, then two years without a garage have really taken their toll on the old girl. This winter she's coming off the road for some much needed attention.

Back in 2007 I acquired two good doors, but I didn't know they'd had lower section repair panels fitted, whilst this is a common and effective way of saving a rusty door you can't beat fitting a complete new skin. A few years ago a pair of NOS Herald door skins popped up eBay, local collection only in nearby Exeter, I couldn't resist.

On to the job in hand. Firstly remove all the internal handles and trim, then the external handle. Now wind the window fully



down and remove the inner and outer weatherstrips. Then remove the five bolts that secure the quarterlight (Pic 1). Now find the bottom of the door glass/glass channel, reach underneath and there will be two sliding clips, pop these off. Now with the glass and quarterlight loose you should be able to wiggle the glass out.

With the glass out the quarterlight can be removed with a couple of twists and turns.

Disconnect the door check strap, then undo the 3 bolts on each of the door hinges on the A-Post and lift the door away (this is easier with an assistant). Place the door face down on a trestle or something similar and remove the hinges. At the top of the door and beneath where the quarterlight sits, the skin and frame are joined, drill out the spot welds here to separate (Pic 2).

With a soft disc or flap wheel in your grinder, run it around the entire edge of the



I left them alone. Clean up the edge of the frame on both sides, protect the mating surfaces with some zinc primer or similar if you wish. If you've bought a new door skin it should be rust free, mine were NOS and had some surface rust on (Pic 4), so I went over it with a wire wheel on the inside and treated with a rust inhibitor. I use something called Vactan, it's water based and designed to be over painted, I'll do something similar when I get round to prepping the outside for painting. After that had dried fully I added a couple of coats of epoxy primer for added protection, you can add some top coat if you wish (Pic 5).

Whilst the skin was off I took the opportunity to do some remedial work to the captive plates, both had one thread which had stripped, this



door. You need to be a little careful here as you are aiming to go deep enough to split the outer skin with the folded lip, but not so deep you damage the edge of the frame (Pic 3). You can use a hammer and chisel to split any stubborn areas if you wish. With the door face up you should be able to pull away the skin, remembering the stiffener bar is tucked under the top lip. Once the skin is off, flip back over and remove the remains of the lip.



At this point inspect the frame for rusty areas and repair as necessary, mine had been repaired by a previous owner, but these repairs were still solid so



was easily sorted by welding nuts to the back of them (Pic 6).

I decided to do all six as the plates are thin and a bit prone to damaged threads

Offer the new skin to the door frame, it will probably take a bit of a wiggle to get the lip over it all the way around. At this point I usually



go round the new skin with a panel hammer and tap the lip over a little as they are normally

a little too upright for the door skin tool (Pic 7). Once on you will see there's a fair amount of movement in all directions, so take your time and make sure you are happy with its alignment. Once you are happy, clamp the overlapping sections on the part that sits underneath the quarterlight, look down the slot where the door glass fits to make sure it's the correct width all the way along and



then weld back together (Pic 8). You will also need tack weld the skin to the frame either end at the top, folding the lip over alone isn't enough to hold it in place (Pic 9).

Now is the slightly tedious job of folding the lip over all the way round the new skin. Take your time here, no need to get a full fold on the first pass, bend it some of the way then move gradually along constantly checking the alignment is still good. Even with the correct tool it's still easy to damage the new skin



if you angle or position it incorrectly (Pic 10).

I find that you can rarely get as tight a fit on the lip as when it was originally done in the factory, so I usually put small tack welds every so often as added security. I then do one last pass with the door skin tool for good measure.

Any areas that you can't get to with the door skin tool can be dressed down with a hammer and dolly.

Blow in a little etch primer along the inside lip, let dry and seam seal. If your door was a good fit before removal, don't assume it will drop back in exactly the same position. So before prepping and painting you should refit and adjust into position to make sure every-



thing is OK (Pic 11). The frame is quite flexible when there's no skin on it, so it's highly likely that the general shape of the door may have altered slightly. This is the point you want to address any issues using various degrees of gentle persuasion as needed.

Once you're happy with everything then the door can come back off to be painted, feel free to use your favourite cavity protection before refitting the quarterlight and glass.

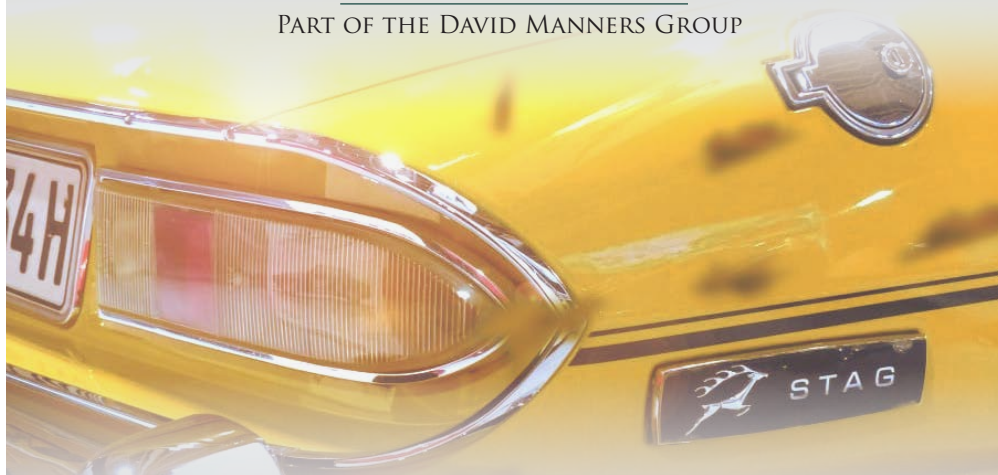
That's it for another month.

Darren



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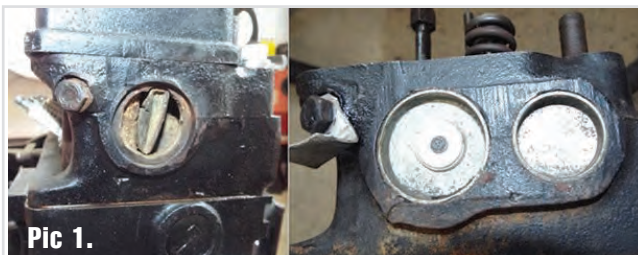
If there's anything positive to come out of the Covid 19 experience, it's that we've all had to spend many more hours in our garages than we otherwise would have; no work to go to, no shops, no cafes. No shows, no meetings and few runs too, but those will come again.

In the meantime my garage has been sorted, tidied, cleaned, sorted again, and I've found parts I never knew I had, hidden away in boxes covered in the dust of time. It was while sorting through these that I realised how many little changes there were in the lifetime of the early Heralds, and thought I'd share a few.

It all started when I was rebuilding the Estate's 1200 engine. What pistons did I need? The engine was revamped at GA80,000 and the power increased from 39 hp to 48 hp; quite an improvement. The pistons changed from press-pin to circlip, the rings changed, the core plugs went from dished to

" We all know the obvious differences "

bucket-type... on and on it goes. The head was also improved for better cooling; for a time I tried to find a replacement water tube for my spare 1200 head, only to find that whilst early cars had one, later

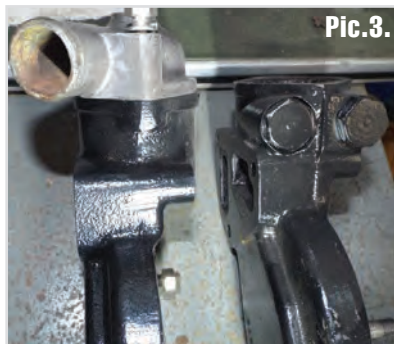


do not. You can tell by the core plugs on the other end of the head - one means it has a cooling tube, two means it does not. (pic1) Just as well as they're impossible to find.

Many of us never rebuild our cars, and so many of these upgrades or modifications remain relatively unknown, yet there are many more that we possibly never see right before our eyes. We all know the obvious differences: the unpadded fibre board



dashboard, the flat black fascia, the white gauges, long-peak headlamp cowls - but more subtle things become apparent as you become familiar with the car. Back in the engine bay the cooling fans went through at least three evolutions during the Herald's lifetime - twin blade, four blade welded and four blade pressed (pic 2) - and the waterpump housing started with a slim rounded profile com-



pared to the later models with their twin blanking plugs (pic 3). In these early cars a temperature gauge was an optional extra and if you wanted one, the sender was fitted to the thermostat hous-



ing; for a time cars were sold with a blanking plug fitted to the cap as stocks were used up (pic 4).



The water-pump itself too was quite a work of art; the nut at the pulley end indicates that it can be taken apart and serviced (pic 5).



The impellor is of brass, whereas later units are one piece, made of cast metal, and designed to be thrown away once they start to leak.

The block once had a drain tap made of brass, to allow complete draining of the coolant, but these too changed to a simple screw - tap which matched that of the radiator, and finally to just a brass bolt (pic 6).

There are many many more little alterations that we never realise,



but nevertheless were significant in their own way. If you have an early 1200, the speedometer now reads 90mph as opposed to the 80mph of earlier 948 models, but it may also have a high-beam warning lamp in red, rather than the later blue (pic 7). I still find it a little worrying to see a red light on the dashboard at night, as we usually associate it with a fault, which is why it was probably later standardised as blue. If you strip one of these early gauges down, you'll find the internals are all made of brass, rather than the later and presumably cheaper plastic. This trend continued at the other end of the speedometer cable where the



speedo drive itself is metal-bodied, whereas the later cars are again plastic (pic 8). Even the simple headlamp pull-switch changed slightly; the



symbol increased very slightly slightly in size. (pic 9)

The wooden dashboard may have become standard, but in behind the earlier dashboards,



Pic.10.

with the non-padded surround, there was a large reinforcing plate to add strength around the controls (pic 10). These were not fitted to later Heralds but you can still see the cutout on the back of the dash in later cars. Bolted to the bulkhead and the dashboard support rail in four places, they really give a more solid feel to the cable controls. Interestingly,

too, the ashtray changed in size, becoming smaller and flatter, so if you buy a wooden dash for a Herald 1200 it may be based



Pic.11.

on the later design, and the early ashtray will not fit (pic 11). The ashtray itself gained two plastic runners, so no more teeth-chilling screech of metal on metal as you pulled it out.

We probably know that indicator and light stalks changed from long to short over the course of production, but the cowls themselves were originally metal,



Pic.12.

and the light-stalk cowl had a circular hole rather than the oval cutout for the indicator stalk (pic 12). They were changed to a matching interchangeable pair in plastic, as with most modifications, in the interests of production cost.

In the centre of the dashboard that simple courtesy light was once solid metal with a lovely chromed lever and a reassuring feel to the action, before becoming a strip of fibre-board with a thin tin switch, held in place by



Pic.13.

plastic plugs, but in a reverse step, the surround changed from cardboard to solid metal (pic 13).

Many changes were in the interests of commonising the Triumph range, again to reduce the cost of having individual parts for specific models; the early indicator-cancelling mechanism is a good example. Early cars had a grooved system whereby a projecting trigger



Pic.14.

on the stalk fitted between two ridges on the steering column; this was later standardised to a single projection on the column which fitted into the stalk, which now gained two spring-loaded triggers on the stalk in the more modern style. Sadly this means that the two systems are not interchangeable (pic 14).

I could go on for ages on the subject; Mike Costigan's excellent book 'A Guide to Originality' which came out in 1992 is a great source of detail, but even then still only scratches the surface. I suspect, given the dark evenings coming in and the recurrence of more lockdown restrictions, I'll find a few more before long. Well, it keeps me off the streets.... See you next month.

Colin



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Battery Mat

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Optional Printed Triumph Logo From £30 Extra



Mk1/2/3 <http://cook1e.blogspot.co.uk/>
ANDY COOK gt6@tssc.org.uk

Fuelling Woes...

I used the GT6 a couple of times after lockdown ended and had a few misfire issues that felt like fuel starvation, and then one day it failed to start and I diagnosed a fuel blockage.

When I investigated I found that the SAE J30 R9 ethanol spec fuel hoses that I had replaced less than 3 years ago have started to break up. I had purchased them on eBay a while back, before the Club Shop started selling the Gates Barricade hose and I have heard since that some unscrupulous traders are selling fake R9 hose on eBay and so I thought it best to replace again. In fact an unused length of the eBay allegedly ethanol proof hose I had purchased and stored had the markings beginning to come off, a sure sign that it was



SAE J30R9 fuel hose bought from eBay.



Gates Barricade SAE J30 R14 bought from TSSC

marked after manufacture and was probably fake! I duly purchased the Gates Barricade hoses sold by the Club as I knew these are genuine!

The Club hoses are actually SAE J30 R14 suitable for low pressure so fine for standard small chassis carburettor engine Triumphs, although for high pressure fuel injection like PI saloons or TR5s/6s SAE J30 R9 fuel injection and ethanol proof spec would be required.



Supposedly Ethanol proof hose from eBay starting to break up.



Using a hose clamp to seal the petrol hose.

I set about changing the hoses. First job was to drain the tank. I've found a good way to do this is to use a brake hose clamp to shut the hose off at the tank end and then release a gallon at a time into a 5L petrol can under the car by releasing and re-clamping the hose.

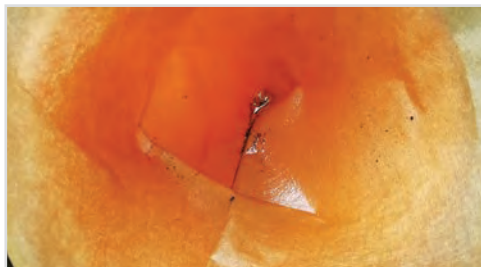


Releasing the fuel bit by bit into a 5L petrol can

I then decanted the fuel from the 5L petrol can into a large Jerry can filtering it through a coffee filter and funnel to get rid of bits of sediment from the fuel tank.



Decanting the fuel from the 5L petrol can into a Jerry can and filtering it



Sediment filtered out from the fuel.

After draining as much as I could through the hose I then drained the last remaining fuel from the pump outlet, using a brake pipe spanner on the tube nut to prevent rounding off.



Fuel outlet under the tank.



Using a brake pipe spanner to release the tube nut.

I then set about changing all the hoses and also cleaning out the fuel filters. I have a filter before the fuel pump and one before the carbs plus the internal gauze filter within the pump.

Despite the filter before the pump a lot of sediment had made it's way all the way through to the pump, some of it could be rust from the tank so I'm glad I drained the tank to clean it out. The strange thing was that the in line filter before the pump was fairly clear. Anyway the sediment in the pump was what had probably caused the fuel blockage and failure to start..

Some smaller sediment had also made it past



Outlet pipe removed and tank drained.



Serious Sediment caught by the gauze filter in the pump.

the gauze filter into the pump.

I cleaned it all out and then gave everything a blast with compressed air just to make sure. My in line filter before the carbs was found to be clean so all the sediment blockage seems to have been caught in the fuel pump.

After replacing the hoses with new clips and



Sediment in the fuel pump body below the filter.



Inline filter before the carbs, note the new hoses and clips fitted.

priming the system with the hand pump on the fuel pump the car started easily and has had no issues since so job done.

If you are not aware of the issue with ethanol in fuel and dangerous non ethanol compatible hoses originally fitted to our cars then please refer to the article I wrote in the Feb 19 Courier.

Appeal for information on the County Camel Dorset Police GT6s

As most GT6s owners know, there were a couple of GT6s used by Dorset Police back in the day, known affectionately as the county camels. One of these JPR90G was previously owned by TSSC HQ's Angie Hill back in the 90s. When Angie owned the car it had been restored and other than a zip in the headlining was pretty much a standard MK2 GT6.

Fast forward to 2020 and I had a contact from German GT6 owner Ralf Wommer regarding the Police GT6s. I know Ralf personally as he has been one of the organisers of the International GT6 meets in the past. Ralf is researching the GT6 police cars as he is trying to build accurate 1/43 scale models of them. I was aware of the MK2 that Angie owned in the past, but Ralf alerted me to a MK3 that was also used by Dorset Police registration number VTK 223M.

Ralf did find that the MK2 was featured in a Triumph World article in 2016 and had the story of a lady called Margaret Burke who was one of the first lady traffic police officers and drove the car for Dorset Police back in the day. Ralf had managed to get a copy of the article. It featured Margaret and her son Chris plus the current owner at the time Paul Lovatt, Chris had arranged a surprise visit for his Mum to be re-united with the car and current owner.

Ralf has a copy of the article and also I pointed him in the direction of another Triumph World article from 1997 which featured JPR90G back when it was owned by Angie Hill and he has managed to buy a back issue.

Ralf is still after more information and in particular pictures, if any are available from when it was a Police car, I'm not sure if Paul Lovatt is a TSSC member?

But Paul, if you are reading this or know of Chris/Margaret's details then perhaps you could contact me so I can make contact with Ralf.

Ralf has found it really hard to get any information other County Camel the MK3 VTK223M so again, if any members out there have any information on this car please could you let me know so I can put you in touch with Ralf although looking at DVLA records the tax ran out in 1987 so it may well have been scrapped.

GT6s at the Duxford Triumph Picnic

So just when we thought things were starting to ease with Covid and the Classic Car scene may spring back into life the cases started to rise and the Government brought in the rule of 6 and early closing of hospitality establishments which has really put a stop to most car meets including local TSSC area meets which tend to be in pubs in the evening. However, one big Triumph meet did go ahead thanks to a lot of hard work by Pete Lewis to implement and gain approval for a risk assessment with strict Covid safe precautions, The Duxford Triumph Picnic. Although not an official TSSC event for the first time this year, due to Covid worries, it was a success and there were a few GT6s in attendance including mine.



Mike Titchen's MK2



Andy Walton's MK2

I got a big surprise when returning to my car after a walk around the museum, a certificate had been placed on the windscreen as I had won 2nd place in car of show with my GT6.

However, the car decided to bring me down to earth with a bump on the way home, I had a



Carmine Red Mk3



Dave Jones' MK3



Dick Twitchen's MK1



Signal Red MK1



Paul Gulliver's MK3



Emerald Green MK3



Paul Gulliver's MK3



Rob Osbornes MK3

wheel bearing disintegrate on me on the A1M at Hatfield. Luckily I was quite close to a junction so limped the car off the motorway and into the car

park of a retail park. I jacked it up and investigated and found the hub extremely loose and



My MK3

park of a retail park. I jacked it up and investigated and found the hub extremely loose and bits of broken up bearing rollers under the dust cap. Surprising really as it's only done a few hundred miles this year since I adjusted and checked the bearings before the MOT which it passed just before Covid lockdown. So it had failed very quickly. No doubt due to the cheap far eastern bearings I installed a few years back.



Investigating a failed wheel bearing.



Colour co-ordinated breakdown truck.

So there was no choice but to call out the breakdown service under my TSSC insurance policy

with Peter James. The breakdown service is outsourced to the AA which is nice as it meant that the recovery truck was perfectly colour co-ordinated with my car!

Following this incident you can expect a future article on replacing front wheel bearings in my GT6 column soon.

From The Archives

This months "From the Archives" picture was a great find by the originator, GT6 owner Stephen Jones in the US which he posted on the "Triumph GT6" Facebook group recently. Stephen's text posted with the photo quoted below:-

"From my old photographic files.

In 1971, I was a staff photographer for the college year book at IUP, (Indiana University of Pennsylvania, Indiana Penna). I was in the office when someone alerted us a fire had erupted in a garage next door.

Snatching my always loaded Nikkormat, I documented students rescuing the vehicles from the fire which included a '69 Triumph GT6.

Another definition of survivor?"



GT6 MK2 being rescued from a fire at Indiana University of Pennsylvania, Indiana Penna in 1971.

What a brilliant picture, I contacted Stephen and he agreed to let me publish it here so many thanks for sharing Stephen.

Andy



INTERNATIONAL LIAISON

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

News from France

We continue to be delighted by the response we are getting from members across the TSSC world.

This month, we are pleased to be able to bring you news from two more of our International members - this month each based in France.

The first piece is a report from our Joint Country Contact - **Victor Thompson** - who initially moved to Brittany, but now lives further south in the beautiful Nouvelle Aquitaine region. The second is a brief update from another member - **Peter Garratt**, who lives not far from there, in the Dordogne.

Victor Thompson may be known to many of you as, together with his wife **Vivien**, he was a member of the TSSC Council of Management for a number of years, in addition to being the Area Organiser for South and West Yorkshire.

Since moving to France, Victor has also been able to offer useful information and advice to a number of TSSC members who have visited France. He writes:

Bonjour tout le monde de La France!

*Hello to everyone from France
It was good to hear from John and Jess and I would like to wish them well in their new role as International Liaisons. It was also quite timely as I had been thinking of submitting a brief report just to let you know that*



despite everything that is happening there are still things occurring to give us hope and encouragement not least with our precious Triumphs.

Here in France and specifically the north of the Nouvelle Aquitaine region where Vivien and I live, classic cars or voitures anciennes/ voitures de collection are enjoyed and admired. I'm very pleased to say that after a protracted layup our Stag is back on the road and has acquired the French equivalent of an MoT. The guy who tested the car was so pleased to see something different he asked if he could take a photograph, which is now on his wall of fame alongside a number of other British classics including various Triumphs. So hopefully we will soon have both our Triumphs on French registration plates

When you think of all things classic car and France your thoughts naturally tend to go to Classic Le Mans, however there is a lot more to the French Classic Car scene.

At a local level there are lots of small generic car groups with a focus on regular local meets, picnics and outings. These comprise both English and French and I know from personal experience they are more than happy to meet visiting enthusiasts and their cars, so if planning a visit I would suggest doing a search on the internet of the area you're staying in and get in touch in advance of your visit.

Also there are more formal events and as a taster I thought I would mention some of the events I have come across and enjoyed by way of encouragement for the future:



Grand Prix Historique, Bressuire: This is an annual event



set in June in the lovely town of Bressuire. There are classic cars, historic racing cars and motor bikes which are driven around a circuit in the middle of the town in the spirit of the Grand Prix of the 1950s. The whole weekend is a brilliant spectacle, and a chance to enjoy the social side of things in a pretty French town (pic).

Circuit des Ramparts, An-

gouleme: The Circuit des Remparts in Angouleme is one of France's great street circuits, using the city's ancient roads. First used in 1939 for a Grand Prix, the race is now held for classic and historic cars. Set in September this a spectacular event usually attracting amazing cars and has a great buzz.

It's not cheap and the one thing that let it down for me was the limited space for spectating unless you pay for grand stand seats.

But definitely one to experience.



But it's not just the big events, there are plenty of relatively small events such a wings and wheels event we went to at a small airfield near Limousine, the Legend'Air, Limousine. Amazing aircraft, lots of cars and enthusiastic spectators including the young chap in the photograph here, he was so interested in our Spitfire we didn't think he was getting out!

More recently as lockdown has eased we have been able to meet up with friends in our area and have had some local informal meets to catch up and enjoy the stunning French countryside and quiet roads. This hopefully will pave the way to a more normal year next year. So if

you are planning to visit France next year or any time you need help or advice I'm always happy to hear from you and will endeavour to assist in any way I can.

Closer to home we attended a classic car and bike event at the Charent Ales (microbrewery), now that's a good place to meet! Keep safe and happy motoring.

Victor Thompson

Next, we hear from Peter Garratt, who clearly treasures his Triumph, but is not currently able to enjoy it fully. Peter lives around 20 miles/30 kms from Angouleme, scene of the annual "Circuit des Remparts" (described by Victor, above), an event he attends most years. He wrote to tell us:



I thought she would last 4 or 5 years and I could then just scrap her.... little did I know then that the thought of scrapping a Herald is just not possible when it comes to the crunch and, consequently, I have just kept her going with any necessary work (and no more!) being done. The thought of a rebuild has crossed my mind but I know that, should I ever take her to pieces, I would probably never

get around to putting all the bits back together - so, a slightly tatty whole is how she will remain.

A big thank you to Victor and to Peter for sharing their news and enthusiasm with us - and hopefully we will see Peter's Herald out on the roads of France in time for a 51st birthday outing!

Next, we would like to mention a recent addition to the TSSC Forum. The Forum is, of course, a great resource for UK members, but for our international members - unable to benefit from the UK's local Area networks - it



Unfortunately, I am not as active a member as I would like to be. My Herald is presently stuck in my garage, where it has been for the last two years - due to my not getting around to either French registering it or making a bigger effort to find insurance for an English registered car.

Sad really as it was its 50th birthday this year and I would have liked to take it to the pub to celebrate - the pictures show the last trip to the pub, in 2018 and where the Herald presently spends its life!

I have owned this (my 3rd) Herald since 1994 and, whilst it was my daily car for 5 or 6 years, I then succumbed to the thought of dryness(!), bought a waterproof car and the Herald was relegated to fun outings on sunny days only.

The car will never be "smart" but it does all work. When I bought her, she was "OK" and

is even more valuable.

The recent addition is an International section, under Members Chat. The purpose of this is not to isolate international members - the TSSC is a very inclusive club - but to offer an area dedicated to news and events outside the UK and for asking questions or seeking advice about travelling to, or living, with a Triumph outside the UK. Please take a look when you get a chance, and maybe post something.

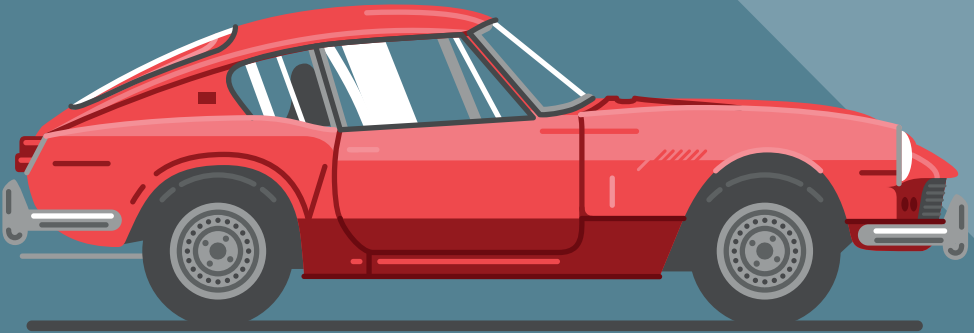
Finally, we have a little bit of information about our international community. A few members have asked how geographically spread our membership is, so we've taken a look. You will hopefully be interested to know that we currently have members in 22 countries outside the UK. The current Top 5 membership countries are: **1.Germany 2.France 3.USA 4.Switzerland 5.Australia**

At the opposite end of the scale, we have just a single member in each of Greece, Japan, Luxembourg, Malta, Poland and Portugal. Not bad coverage, although as the UN reports 195 countries in the world, we do have 173 to go!

Wherever you are in the world, we would love to hear from you, whether you have a pristine Triumph to write about, or one with well earned patina, whether you are completing a major rebuild, undertaking simple conservation work - or even if you're still just thinking about it - do not hesitate! We and The Courier readership would love to hear about you, your Triumph and the classic car world where you are. Please drop us a line to talk it over, or just send a brief report (and pictures), to **international-liaison@tssc.org.uk**! And if email isn't really your thing, just send hard copy - we'll get still your story to print.

Jess & John

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TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Pretty in Pink

With not a lot to write about due to the latest Covid 19 restrictions here in Wales, I thought that I would slip this in.

On a visit to Rock- etdog Restorations to buy some on special offer 20/50 Duck- hams oil and fuel tank sender unit for a Herald I was working on, proprietor Craig asked if I would be interested in looking at the unusual colour he had been asked to paint a Spitfire 4

he was currently restoring for a well- known Essex glamour model (I left a TSSC membership form with him, so Essex group, hope you get a new

member).

The car had just been painted in a 2 pack and was waiting for Craig to carry out his secret method of making the paint

look like a cellulose finish, but retaining the strength of the more modern paint (hence the matt finish in the images).

The colour won't be to every- body's taste, especially on a very rare car, but I am a great believer that it's the right of a car's owner to "modify" it as they want, I once chopped my Jubilee Bonneville and was pilloried for it even though I had offered to sell the bike to any- one who





Not having dismantled the car myself, I was not always sure how things went back together, and spent a lot of time studying parts diagrams. But most frustrating of all was that some of the jobs that had been supposedly completed had not been done properly. Some of the highlights of these experiences included:

◆ The new water-

wanted to "save" it and I would use the money to buy an ordinary Bonny to chop instead.

So, look out for this car on the Essex roads (Covid allowing) in the next month or so.

ANDY LUCKHURST'S TR4 MALADIES PART 2

Andy Luckhurst's TR4 Maladies continue, as the years roll by Andy's enthusiasm and determination to get his TR4 on the road drives him on, so once again over to Andy to continue in his own words the saga of his TR restoration.....

By 2015 I had managed to get a new job in Devon only half an hour from home. I still had limited time but by 2017 I was starting to spend more time on the car.

As work progressed, I often felt that I was taking two steps forward and one back. Many jobs that should have been straightforward ended up being more complicated than I had envisaged. Due to the time that had elapsed since the restoration was started, jobs that had been completed previously had to be repeated.

pump fitted to the car had been on there long enough to seize and had to be replaced.

◆ The starter motor (which looked new) had a bent shaft and had to be replaced.

◆ The carburettors (which were in the boot, attached to an inlet manifold) were a hotch-potch and ended up being like a jigsaw puzzle, with many of the linkage components missing and other parts present but not for the correct model of carburettor. The inlet manifold was also the incorrect type for the carburettors it was attached to.

◆ The clutch plate was stuck to the flywheel and could not be freed, so the gearbox had to come out.

◆ A wiper motor had been fitted. It looked new, but would not work. When I removed it and stripped it down, I found that not only was it not working, it was also the incorrect part for the car. I could go on.....

I persevered, and learned to accept that I would need to be patient. With time, I was able to tick jobs off and move forward.

The above experiences had taught me a lot, and there were three main lessons that I had learned:

Lesson 1: *If something has been completed by someone else, never assume it has been done properly*

This lesson haunted me again and again as work progressed, even recently. **Part 3** of this article is a perfect illustration and covers the major engine work which I had to complete.

More lessons from Andy next month

Whether a pupil or a teacher, don't let a TR beat yer!

Autochair Milford Disability Person Transfer System

ADAPTED FOR TR6 Mike Clarke - Part 2

Mike Clarke's modifications to his TR 6 to once again allow his wife to enjoy the pleasures of Classic Car motoring and the social

benefits associated with it, over to you Mike:

Mechanical Modifications

The first job was to look at the images obtained for existing installations and ascertain the required relative position of the hoist location points to the passenger seat. Height being the critical one so that I had the correct amount of motion within the hoist to lift someone up and over the seat cushion. The sideways and fore and aft position would be fixed as the support pillar needed to be as close to the door pillar (A Post) as possible whilst allowing the hoist to swing from the open door up to and over the seat.

The existing support pillar was found to be too long below the hoist location pins and the base plate was the wrong shape and orientation. Lifting the carpet sections at the A post area showed the recessed 4 off fixings from the Body to Chassis – ideal location. A new 5mm thick plate was cut to match the recess in the floor, bolt holes were added to match the existing Body to Chassis bolts.



Assembly Bolted to Chassis

Next the Mounting pillar was cut down to the required height, had one restraint lug removed and positioned on the new base, the base was marked. Two options were then available – welding the base and tubular pillar or mechanically fixing. I opted to mechanically fix the two parts

together by machining a steel bar about 75mm long so that it was size for size with the mounting pillar inner diameter. This was drilled and tapped $\frac{1}{2}$ " x 20 UNF to suit a seat belt anchor bolt. The bar and inside diameter of the mounting pillar were coated in an industrial retaining adhesive and pressed together.



Front Bracket

One restraint lug was removed as I wished to raise the cross brace to the centre of the front bulkhead higher up under the dashboard. This restraint fixing again utilized a press fit bar bonded in the top of the mounting pillar but this time with a $\frac{3}{8}$ " x 24 UNF high tensile bolt through from the inside and locked in place with a full nut and star washer to outside. The remaining thread on the outside was long enough to take the existing Rose joint end fitting, washers and Nyloc nut as shown in image.

The support pillar was then fixed to its base plate in the correct orientation, bolt tightened and joint pinned. The assembly was then painted. The above assembly was then bolted through the existing body to chassis points with longer high tensile bolts. Large diameter thick 'Jig' washers used between support pillar base and body to give clearance to the central fixing bolt on the pillar assembly. Bolts torqued up and

carpets refitted around column

Next was to locate the 2 lateral restraints, one has to go forward along the inside of the car and the other has to reach across towards the centre of the car, ideally to structure under the dashboard.

The forward restraint was already the perfect length with the correct end fitting so no mods required. This came with Rose joints on both ends, one would bolt onto the support pillar, the other end has a robust angle bracket bolted to the other Rose joint and had a bolt welded



Rose Joints

through the angle bracket to mount through a hole in the body, large thick washer on outside and Nyloc nut. I was lucky, there was already a blanked bolt hole in the corner of the front bulkhead under the wiper motor that was perfect, just needed opening up to suit the new bolt. Restraint bolted firmly in place.

The cross brace needed to be slightly shorter to suit my installation. This again has Rose joints on both ends, one to be fixed to the top of the mounting pillar the other to be bolted through an existing fixing in the front bulkhead where the dashboard strengthener bolts in.

Again this hole was opened up to suit the larger 3/8" fixing.

The braces are made up of a length of stud-
ding, 2 Rose joints and a steel tube.

I fitted the end Rose joints to the pillar and front

bulkhead and then accurately measured the gap between them. The tubing was then cut to this dimension less a small amount to add tension. The internal studding then had the same amount cut off.

All was then tightened up and the bulkhead fixing screw was passed through the Rose joint, washer, dashboard strengthener and thro the front bulkhead into a full nut welded on a thick plate right in the corner section under the bonnet as shown.

Finally, power was fed through from a spare fuse (mine has 6 fuses for some reason – former life upgrade?) to the power socket positioned near the base of the mounting pillar. What you see above is all that is on show whilst the car is running, with the door shut you wouldn't really know it was there.

To use the system you have to open the door, lift out the hoist system from its bag behind the seat and lower the hoist onto the two spigot's on the mounting pillar.

The power connector can then be plugged in. The lifting cradle is then placed in my wife's wheelchair. This is her small travel chair that folds up so small that I even have room for tools and spares in the boot with it!

My wife then sits in her chair and we attach the straps to the lift system



Ready for Transfer

Then we operate the lift and carefully lift her out of her chair and guide her feet into the footwell area. Then carefully swing her into the car above the seat taking great care that her legs are in the

footwell. We can then lower the hoist and sit her comfortably in the seat – first time in nearly two years

The cradle can then be detached from the hoist, but, left under her for getting back out of the car later. The hoist is then unplugged and lifted from the mounting pillar and stowed behind the seats in its bag. If only we had a season of events to go to in 2020...

Please note, I believe local Autochair agents would be able to assist with supply and fit of systems to our cars, but, at a cost. We have managed to get a working solution to our problem on a small budget. Every care has been taken to make sure all fixings and modifications have been done with safety in mind.

The whole system was fully load tested with myself in the cradle and all fixings re-checked before we attempted to lift my wife into the car for the first time.

**Whether 6 cylinders or 4 a TR is more
(and Mike's TR is much, much more) !**



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TR7-8

ALL MODELS

PAUL LEWIS tr7-8@tssc.org.uk

An MG TR7?

In the last instalment I mentioned that after selling my inca yellow TR7 I was running around in an MGB.

I really do get why so many people like them with there classic lines and easy mechanicals, but I also can see why British Leyland made the TR7. However nice the MGB is, it is old in its design and people in the 1970's where living in an era where man had landed on the moon, concorde was flying to the USA at supersonic speed



badged an MG, which it could of, then it would easily have replaced the MGB and been the forerunner to the MGF. But happily, it was branded a Triumph.

Using the MGB is now coming to a close as rain bites the UK so I turn my attentions to finishing the TR8 that recently went in for a whole re-spray after my previous body shop had problems with matching the paint leading to the car looking like a patchwork quilt after small areas were blended in. I was hoping to have it finished before now, but

and Japanese imports were common-place.

" However nice the MGB is, it is old in its design"

The TR7 had to be modern to keep up with fast change of the motor industry. If it had been 40

other things have taken priority. I have sold not only my MG TF but also my Land Rover and brought a VW Tiguan.

The next few weeks will see me plough on with the rebuild before I turn my attention to my





next project "The Birtwistle Car". If you are wondering who **Gordon Birtwistle** is, then Triumph history has passed you by. Gordon was Triumph's high-speed development engineer who not only helped develop other Triumph models but also the TR7. 40 years after retiring he was invited back to MIRA to drive my TR7 on the 40th Anniversary run and so the connection was made.



Gordon Birtwistle

Paul

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STAG

PHIL WILLSON stag@tssc.org.uk

A quick colour change

My big news this month is that my Stag has changed colour.

To be more precise, I have sold the Mimosa Mk2 and bought a Sapphire Mk1. To be even more precise, it's the one that was made famous on the front cover of the September 'Courier'.

Photo 1: My new project on the day of collection

It was a difficult decision to sell the yellow one after 4.5 years but I felt that I needed a new project as I had run out of things to do to it. A near neighbour who often passes my house when dog walking has often shown an interest in it. Until a couple of months ago he owned a gorgeous Rover P5B Coupé and we did initially discuss a deal on doing a swap. However, I didn't proceed any further once a worked out how huge the Rover is.

It's a full 13.5 inches longer and 7 inches wider than the Stag and would have been a very tight squeeze in my garage. As it stands, I can work in the engine bay and the interior of the Stag while it's in the garage during the evenings or when the weather is inclement. The P5B would have been tricky, to say the least.

Anyway, the Rover was sold and my neighbour eventually came up towards where I wanted to be on price. He had viewed one or two other

cars but was won over by the sheer quality of my workmanship (or something like that, anyway). Hopefully he is happy with his purchase although



Pic 1. My new project on the day of collection



Pic 2. Repair or scrap?



Pic 3. Where have all the panels gone?

since buying it the weather has been rubbish. Oh well.

So I started casting around for something new and had a short list of the types of car to look for. The Triumphs on my list included a Dolomite, a 2000/2.5 or a Mk1 Vitesse convertible (or Mk2 with CV driveshafts).

However, I was working on my friend's Stag again and he was making noises about letting it go as he wasn't using it – 500 miles in the last 3 years. The fact that I knew the car well and that

it was an earlier fully documented restoration jointly by the previous owner and EJ Ward was a start. Also, it has a manual/overdrive gearbox which was on my shopping list because I wanted something with a more involving driving experience that I wasn't getting with the auto.

So, a deal was done and it became mine on 8th October and came home on the 10th. The car was first registered in September 1972 in Nottingham with subsequent owners in Bedfordshire and Coventry before coming south to my friend in Kent. It was originally Saffron yellow (paint code 54) but when there was as much of the dreaded brown stuff as there was good paint the

rebuilding process began.

The change of colour to Sapphire (96) on a very solid car was the result.

I am showing some of the before and during pictures to show what was achieved. In the coming months I will cover the various jobs that in my opinion now need tackling. The car hasn't been MOTd for 2 years as it is exempt and has been doing nothing. However, I will be getting it tested very soon in order to highlight any important issues. I always get my cars tested annually at my local classic-friendly garage just for my

own peace of mind. The first job I will be doing is fitting a new set of tyres all round as the pre-



Pic 4. Getting ready for paint at last

sent ones date back to 1998. I've ordered the Hankook 195/75R14 tyres from Longstone as they have almost the same rolling radius as the original 185R14 ones, as described in my Stag Register article of October 2019. These have a 17mm white band that I think will enhance the rather plain look of the unbroken paint on the sides – Mk1s of this period did





not have the vinyl side stripes or shiny strips on the sills.

As soon as I have finished writing this I have a very important job to do: preparing my TSSC valuation form to send to Bernard. I hope he views it favourably - *I did! Bern, Ed.*

Pic 6. A tidy engine bay

Looking ahead, I look forward to bright sunny days at car gatherings when my Stag doesn't get covered in millions of little black insects.

Still Staggering

Phil



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Spitfire

Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org

Gearbox Advice

We had an unexpected phone call one evening a few weeks ago from Nick Larkin of Practical Classics fame, saying he'd been given our number as Spitfire owners. He had been tasked with putting together an article on the round-tail Spitfires for another publication Classic Car Weekly.

SPITFIRE BUYING TIPS

TRIUMPH SPITFIRE 4

BODY Unrestored Spitfire 4s are a pipe dream, so the quality of paint restorative work is key. It's easy to twist the bodyshell when working on it, resulting in ill-fitting doors. Putting it right is a huge job.

ENGINE Many Spitfire 4s have had later, larger engines fitted instead. John Thornhill's book, *Triumph Spitfire & GT6 - A Guide To Originality* is a good way to find out if your car's engine is original.

INTERIOR Other than carpets and seat covers, interior cars for Mk1 and Mk1.5 Spitfires are very difficult to come by, so haggle hard for anything missing or damaged.




1968 SPITFIRE MkIII SUZIE SINGLETON

Suzie is the Triumph Sports Six Club's Early Spitfire Register Secretary and her husband, Guy, is the Bond Equipe Register Secretary. They also have a 1962 Spitfire 4.

She says: 'I've had my Spitfire MkIII (DBH 725F, known as Baby Blue) for 26 years. She brought Guy and I together at a camping weekend where she seriously let herself down

at the entrance to the campsite, refusing to proceed any further and needing to be transported to Guy's after the weekend for repair.

She had a reasonably comprehensive bodywork re-build shortly after I bought her in 1994 and since then has had new floors. She drives beautifully with a lovely smooth gearbox, and sounds good!



MULTIPLE SPITFIRE OWNER! JANE ROWLEY

Like many Spitfire enthusiasts, Jane has more than one example. She's owned her 1976 1500 since 1986 and used it regularly, over 'thousands of smiles and thousands of miles.' She has a particular soft spot for the 1965 Mk1 (DOC 752C) that she's owned since 2012, and also a 1962 car in blue (1141 JN) bought in 2015.

She says: 'They are stunning, all three of them, and each one is a bit different from the other. I bought the

cars to drive and enjoy but I also do some maintenance along the way.

'The 1500 obviously benefits from the extra performance and a less sparse interior, but the Mk1 has more appeal to the purist, and more space inside - plus all the period chrome and other features.

'I've never had an issue with the Mk1's handling though I am running the cars on slightly wider wheels and tyres than the originals.'

We had a nice chat, then I sent a couple of photos the next day - also pointing out that Sybil had her own portfolio of photos and was rather keen on flaunting herself in various publications so he should be able to get other photos of her if necessary.

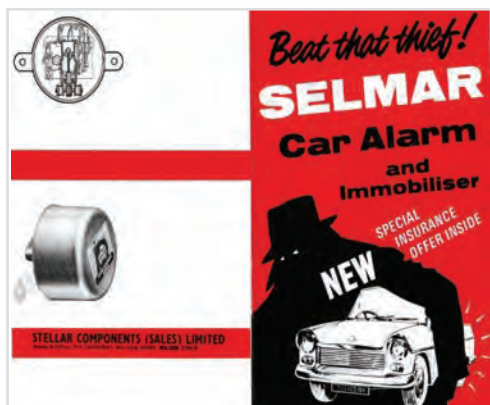
Although we don't take the paper ourselves, thanks go here to Bob Buckby who spotted a familiar car and name in his issue and kindly sent it on to us. Nice to see another familiar car and name just below the piece about Baby Blue, my Mk3, that being our very own **Jane Rowley** in her Spitfire4. And then we turned the page and what do we see? Yes, it's our Syb, showing off her best side on the 'Buying Tips' page.

You may remember that in September's Courier I was rather less than polite about a 1970s body



conversion kit for a Spitfire. Shortly after it came out **Paul Neville** contacted me about it:

Selmar had such confidence in their product that they had arranged a special insurance policy with an Insurer of *"absolute security"* providing *"very competitive insurance premiums"* and *"exceptionally good cover"* with *"no extra charge for vehicles which are parked overnight in the open"*. They note that *"in most cases the reduction in premium would pay for the initial cost of the Selmar."* I hope that was the case as it was rather pricy at 115/- (to save the youngsters resorting to Google for a conversion this was £5 15s). According to one site which estimates the current value of a 1960s price that equates to just



under £100 today. I imagine if fitting such an alarm could reduce the insurance premium today



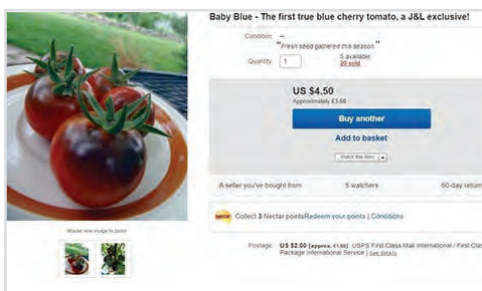
by around £100 it might be quite an attractive proposition.

Jasper Bacon recently sent me another "non-Triumph" Triumph item for my collection saying *"We had a fine bottle of white wine, even the label nearly matches the colour of the car but unfortunately it's missing an S..."*

And finally, despite lockdown this spring and summer we did manage to plant our usual small range of veg including runner beans (poor this

year), courgettes (doing very well) and tomatoes. The tomatoes were a bit late but are now fruiting madly, though perhaps a little late for us to be able to use all of them.

And, if you're wondering what set me off on my Alan Titchmarsh meanderings it's this – while looking to get my tomato seeds online this year I stumbled across a variety I'd never heard of before – Baby Blue. This being the name of my Mk3 Spitfire, (as above) which I've now owned for 26 years I just had to get some – despite their being in the USA. So, seeds bought, and having arrived, duly planted, they have recently



been cropping. They do indeed look very similar in colouring to the ebay photos, but I think it is a bit of a stretch to suggest that they are actually Blue.

Suzie

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Model	Reg Number	Body Type	Engine Size	Tick if LH Drive	Manual / Auto	Year of Manufacture	Recorded Mileage at date of submission	Date of purchase	Purchase Price
Conditions - CONCOURS, A1+, A1, A2, A3 (must be completed)									
Body	Paintwork	Chrome fittings	Chassis / Underbody	Interior	Engine	Transmission	Electrical equipment	Estimated Value of Vehicle	

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

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

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

A3 SERVICEABLE: The vehicle must be in a reasonably good condition and be capable of satisfying an MoT test requirement. The bodywork/chassis may be repaired.

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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.

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

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TSSC INSURANCE - CAR VALUES

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

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

Please remember originality and rarity will always add to value

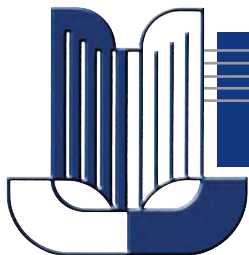
For guidance on Triumph cars not listed please phone the Club Office 01858 434424

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

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

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

Above Values Revised as of 1/2/20



Readers Write

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Rare Spotting

Not seen one of these for about 10 years and they are a club car.

My car mate spotted this for me, when he took a wrong turn and told me of his find.

It's parked about a mile from me, on a London housing estate. It looks in very restorable condition, complete and even has the original badges.

Regards

Julian Crinall

(Member no.77/00066).



Malcol-ometer

Like Robert Hodgson I made a Malcol-ometer. The problem I encountered was stability of the bottles. I came across a 3M product online, it was an A4 magnetic sheet which has an adhesive backing. First I marked out the profile of the two bottles on the backing cover sheet, cut and removed the peel off backing and attached the bottle to the sheet, I reinforced the adhesive with my glue gun. It now magnetically attaches to the bodywork in front of the windscreen as shown in the photograph.

Stability problem solved. I used a coloured screen wash as the liquid medium.

I endorse Robert's finding that it works across the full range of engine revs.

Brendan Rose



In the Beginning.....

It's been several months since I changed the standard 4 speed gearbox for the 'home' reconditioned overdrive unit.

Since then the weather has started to worsen and the nights are drawing in so I've made little progress in resolving the 'issue' with the overdrive 'dropping out' with increase in temperature (seemingly). But I did promise to write the 'saga' down beginning to end, warts and all, and hopefully by the end of this article, which I think may run until Christmas, I may have cured the problem and be able to share that as well.

So where do I begin? Well, I knew one day I would want to change the 4 speed gearbox, which I reconditioned nearly twenty years ago and was running perfectly well, for something that allowed me to keep up with the 'big boys' when we hit the motorway and not feel guilty for 'thrashing' the hell out of my 1500 cc engine. So when I was offered a 1500 engine, gearbox and overdrive for the princely sum of £250 back in the early noughties I bought it and stored it with that future project in mind. It was made clear that the 'history' of engine and gearbox was unknown but it had been used regularly prior to removal, so I thought I was on a reasonably safe bet. Little did I know – but more on that later. The engine I sold quite quickly

to a colleague at JLR at the time who was setting up an eBay business making engine rebuild kits and he wanted a 1500 to strip and catalogue. The gearbox and overdrive subsequently sat in a waterproof crate tucked out of my wife's eyeline down a particularly difficult area to access of the garden for some years. Then towards the end of 2019 after a chance conversation with a colleague, now at MIRA, I discovered I had an expert on hand who actually worked as an apprentice on these gearboxes many years ago and thought it rude not to take up his offer of help in 'servicing' the old unit I had.

I think it was around September 2019 when I retrieved the gearbox and overdrive from its crate and found a quiet area of the workshop to carefully dismantle it. Dave and myself planned to spend a few lunch times and evenings working on it to resurrect it to its former glory.



The first thing to do was to separate the overdrive from the gearbox to enable work to be carried out on the gearbox and overdrive separately. The bolts were removed from the outer 'spacer' casing securing the overdrive unit to the gearbox and a small pry bar gently inserted all the way round to try and separate the two. There was considerable resistance trying to part the two and I initially thought there were some additional bolts still holding the overdrive and gearbox together, however the



when being driven and then attempt to separate the two by gentle prying and pulling the two apart. Luckily I have access to various hydraulic pumps and fittings so was able to borrow an Enerpac (shown) and make up the relevant adaptor to screw in to the overdrive just below the housing of the solenoid. The recommended pressure was 350 psi so it wasn't to be treated

two were parted slightly and I could not see any other fixings of any kind. This is when I did some research and flicked through various forums and workshop manuals to discover that if you are going to remove the overdrive, it is highly recommended to drive the car and shift it into overdrive and then, with the clutch pedal depressed, disengage the overdrive. This will relieve any torque that remains, and should allow the unit to slide off the transmission output shaft easily. If this procedure is not carried out the overdrive can be almost impossible to remove from the transmission because of internal pressures. This is much worse if the whole transmission is out of the car.

There were several forums offering advice on how now to proceed, the most ridiculous was to hang the two from a suitable joist and bolt a piece of wood to one or the other and hit it with a sledgehammer with all your might until the two separated! Needless to say that was not one of the solutions I explored. The most sensible and logical was to pressurize the overdrive, power the solenoid in a similar manner to

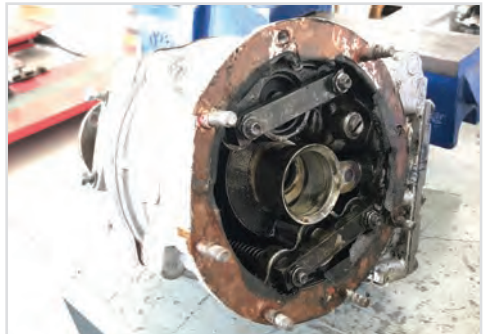
lightly and once the pressure was achieved we quickly jiggled and pulled and pried at the casings. There was a noticeable difference with the pressure applied, the casing was



Solenoid and hydraulic pressure tap



much freer and after a few attempts it came away, offering up only a small 'fight'. What I then found inside the overdrive was quite a surprise..... however you will have to wait



until next month for details that.
Before I go another previous Triumph

he did however need to get a new set of seat covers, carpets, door cards, knee pads, gear lever cover etc etc. He was rightly proud of the transformation (sorry, no "before" photos taken).

The car is currently under SORN, so maybe the current owner would be open to selling it?



owner is trying to find his ex....

Desperately Seeking Spitfire HNP 729T

Hi Steve,

A friend of mine (Ian) is trying to trace the blue Spitfire 1500 HNP 729T that he used to own. He's retiring soon, and is really keen to re-acquaint himself with his old passion. When he first bought the car it needed some work (don't they all?). As a youngster he drove himself up to Rimmer Brothers in Lincoln, and ogled all the sparkly stuff that he couldn't afford. With the state of the interior

No doubt it'll need work again, and Ian is looking forward to the challenge. If you know anything that can help to trace this car, please contact Charlie Noble on 01780 666045.

Good luck Ian, let us know if you find 'her'.

Stay safe.

Steve



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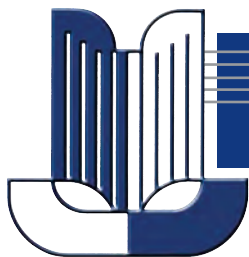
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13/60LAMPNEO 13/60 Lamp Shroud **£12.00**

Self adhesive. Both include Stainless fittings



Lockdown Pampering 2.

By Mark Smith

Great Aunt Mildred is pampered... ..eventually

As mentioned in last issue (the original was too far gone), the whole assembly was fitted back onto the bonnet of the car. Once fitted back on, the lock was tested again and worked fine. Two new keys of the correct code were ordered plus a replacement for the butchered door key and the bonnet can now be locked as the manufacturer intended.

However, this is not quite the end of the saga as there is quite a bit of play in the catch handle when in the locked position. I believe this is caused by wear in the small bar that slides through the handle shaft when the key is turned, locking the shaft and stopping the bonnet from opening. The metal plate mounted on the end of the shaft that actually forms the bonnet catch is also quite worn. Both of these parts could do with replacing with better condition ones. It is possible there are some serviceable replacements in the Triumph Mayflower Club's spares cache but due to the current Lockdown situation searching the stores stock will have to wait for another day!

In addition to the work carried out on the vehicle itself, I have also been filling spare moments to build a 'period' tissue box cover for the rear parcel shelf. The intention was to make something that could pass as being an after market accessory, sold to the discerning

Mayflower owner of the 1950's! The cover is made from 6mm MDF, obviously a material not available in the 50's! The top and sides are all held together with glued Dovetail joints and the removable bottom



is held in place by magnetic catches. The whole structure has been covered in a deep red sticky-backed felt dolls house carpet material that blends quite nicely with Mildred's interior. For any-



one that likes doing craftwork and model making, I can thoroughly recommend these sheets of dolls house carpet. They are not expensive and easy to work

with. To finish off the tissue box and connect it with the Mayflower, the Mayflower script was traced from the front of the Owners Handbook, transferred onto the reverse side of some black felt carpet material and then cut out with the modelling scalpel. Two were made and one carefully stuck onto either side of the tissue box cover. In my simple mind the result is just how I would imagine such an accessory to have looked had one been available in those early days of post war marketing.

So that is the updated situation on Mildred. A number of small jobs completed, most of which are cosmetic rather than necessary but all help to take Mildred back nearer to the condition she would have been in at the time she left the Standard Triumph factory, in function at least! All that is needed now is a return to a more normal way of life that allows the Classic vehicle shows and meeting that we all enjoy to be able to restart.

Homage to Morgan

More than once in the 36 years I've been driving my Herald-based Moss I've been asked, "Is that a Morgan?"

Of course, such questioners are clearly not expert in the shape of English sports cars; there are many differences between the lines of my Moss Malvern and those of the classic Morgan.

Though, to be fair, at a distance and in poor light, there is a resemblance; it can be no coincidence that Yorkshireman **John Cowperthwaite**, the creator of the Moss range of cars, chose to call the 2+2 version of his original 2-seater home-build sports car, "**Malvern**".

There is, though, a Herald-based kit car that does look more like a Morgan.

The Burlington SS is a car you don't hear much about. The SS kit was first offered for sale in 1980 by The Burlington Motor Company of Leamington Spa. I can't say how it compares millimetre for millimetre but it's a pretty fair likeness of Worcestershire's famous marquee.

I have a brochure on the Burlington SS, written by Haydn Davies, the owner of the company, which I can reproduce for you here:

To date (April 1982) we have sold over 60 kits since we started business and by now we feel we have ironed out any problems that may have oc-

curred with earlier models. Not that there were many. Three years were spent in development before the car was launched and all the major snags were solved during that period. All we have done over the past few months is to incorporate one or two modifications that enable the kit to be built up with more ease. In fact, things that concerned us, like relocating the gear change lever, for example, do not seem to have caused any bother to our constructors and our two pages of precise instructions on this one area seem to have been unnecessary.

*I think that we can say with confidence that any builder of our kit will have no problem whatsoever with the project. All you need are hand tools (an electric drill being the most advanced tool you require), common sense and patience. The latter requirement being quite important. It will take 3 to 4 months of spare time to build the car. If you try to rush it you will end up in a mess - so don't think you can do the whole job in a weekend. The kit should not be confused with "**Beach Buggies**" or other "**Fun Cars**".*

*The Burlington is designed so that when finished, you will have a car of comparable standard to that of a hand-built car in the £10,000 category. For instance, all the wings are bolted on, with beading between the body and the wing, the main body being of aluminium-skinned wood. It would be much easier for us to mould the whole tub, wings and all, as a one or two piece fibreglass moulding, but then we would be heading towards the "**Beach Buggy**" idea again. The way we designed the car may mean that it will take you a little longer to build up, but it also means that it will have a certain look of quality about it when it is finished. A look that many other kit cars do not have.*

*The best way to sum it all up is to quote two French customers, who said, when they came over to inspect our cars, "**We have looked at all the kits on the market and find that the expensive ones look expensive and the cheap ones look terrible. In the case of the Burlington it seems to have the expensive looks, but a cheap price**". They bought one each!*

WHAT YOU DO

Strip your Herald or Vitesse. Move the engine back a few inches, (easy to do, difficult to explain in less than a page). Bolt all the new bits together.

You need to get the prop shaft shortened, and the gear lever and steering column lengthened, but these are the only parts that require welding and all within the capability of the local

garage. Full instructions are supplied with the kit.

WHAT YOU GET

Basic Kit

Tub, made from wood, aluminium and fibre glass, bolted and bonded together, ready to drop onto Herald or Vitesse chassis. Fibre-glass bonnet halves and chromed brass hinge. Fibre-glass scuttle top. Engine side panels and aluminium skins. Beading, extrusions and all steel mounting brackets, etc. Radiator hoses, all nuts and bolts (in individual numbered bags). In fact the list of parts for the basic kit takes up two sides of A4 paper!

Windscreen

Aluminium frame, glazed, and fitted with Tenax studs for hood clips. All nuts and bolts including four chromed brass "Ball" wing nuts for side screen fitting.

Hood and Side Screens

Hood and frame assembly. Side screen frames and hinges (to clamp to windscreen). All clips etc. you require, except for rear most bar clips. These you have to take off (or buy new) an AH Sprite or MG Midget.

Wiring Loom

Not essential, you can use the old Triumph loom, but our purpose designed loom is made to measure, has ample cable to allow you to place dash instruments where you like and has all the earth wires included for the lights. (Remember that lights bolted to fibre glass wings need separate earths).

It makes life much easier.

Wings and Nose Cone

Fit whatever wings and nose you like, but if you want your car to look like ours we can supply 5oz fibre-glass wings and nose, moulded to the curvature of our body and with flanges, ready to bolt on.

[Back to me now](#) - like all kit car manufacturers' blurb, it's made to sound terribly easy.

Haydn Davies, the man behind the Burlington company, developed the Arrow and later the Berretta models, which proved more sales worthy than the SS. At some point he gave up the SS model, but it was later to reappear as the Dorian SS. The Dorian version had developed a bit – it came with doors. It did get some press coverage at the time, but probably wasn't a great seller, it wasn't around for long. **Steve Hole**, in his A-Z of Kit Cars, has "Approx 200 made", for Burlington and Dorian versions combined, which suggests he doesn't really know!

I am prompted to write on the SS by a few examples that I've noticed advertised on the Internet. The dark blue car



Q30CPF is particularly interesting, and could be unique, in that it has a 2+2 body; I've certainly never seen a 2+2 SS before. It is titled, on eBay, "**Triumph Burlington SS Series 2 Kit Car based on a Triumph Spitfire MK3**".



The dealer seller's description tells us very little about the car, it having a Spitfire 1300cc engine and that it was owned by the same gentleman for 30 years, 15 of which he had it with him in Australia, is about all.



it as a "Burlington Sports", SORNed (as I write in October) and it last passed an MOT in April 2014. I was apparently sold, from an asking price of £4,000 ONO.

The smart looking black and bronze car **Q313GJT** was auctioned by Barons at Sandown Park in 2017. From the brochure description I'm not sure it has enough Herald-related parts to be considered as one of our family, but it does look good, doesn't it.

The headline is, **"1995**

From DVLA/DVSA we can tell it is registered as a **"Triumph Unknown"**, first registered in June 1986. It was taxed until August this year and has no MOT history. It apparently sold, in September, for just over £2,500.

Red car **Q320HCP** I saw advertised on carandclassic.co.uk. It is titled, **"1984 BURLINGTON S.S - MORGAN REPLICA"** and, again, the description tells us very little, just that it has Spitfire running gear and a 1500cc engine. DVLA/DVSA has



DORIAN SS". The full description, *"The 'SS' is a Morgan copy initially marketed by Burlington, and later as the Dorian SS. This is a particularly attractive example, and unlike many kit cars, it does bear close scrutiny. It features a bespoke and strong Dorian chassis in 10 swg steel box section, which is designed to take Triumph, Ford, or Marina parts.*

This car features mainly Triumph and Marina parts, and is powered by a Mitsubishi 2 Litre engine and auto gearbox. It was built to a high standard over a few years, and correctly registered by the DVLA in 1995 on its Q-plate. It has only had two keepers since then.

The body is aluminium skinned, and the wings are fibreglass. It has been dry stored for some time, and was recently recommissioned, and has a new MOT. It features top quality two tone paintwork, excellent wet weather gear, and sits on knock-on wire wheels.

It sounds and drives well.

The history file includes the original Dorian brochure, price list, and folder. There are numerous invoices for parts used, and a hand written list itemising parts used in the build, so it is a straightforward car to maintain".

I will try to ignore the completely unnecessary slight to kit cars. The car





apparently sold for £2,420 – something of a bargain in my opinion. According to DVLA the car is currently SORNed, which seems a shame; why isn't the buyer from 2017 driving it? I did note one interesting point from the DVSA MOT history, one of the advisories from the MOT pass in 2017, "*All brakes jammed on*", how on earth could it pass in that state?

Trevor



BOND EQUIPE

GUY SINGLETON bond@tssc.org.uk

Equipe Rally anyone?

Well as I write this winter has arrived cold and wet. I'm afraid we will need to put up with quite a bit more of it until Spring arrives so let's hope that the winter is not too hard, and that a cure or way of living with this virus is found.

Anyway, looking forward, and thinking that we all need something to look forward to, I was wondering if Equipe owners and custodians would be interested in some form of Rally next year, I think given that most of us are getting older the old Bond Equipe Camping Weekend is no longer quite the right format.

I was therefore wondering about a Hotel based weekend, the broad plan would be for people to meet up on the Friday evening for a meal, a drive out and visit one or two attractions on Saturday, followed by a meal at the hotel and maybe a shorter drive out on Sunday returning to the Hotel for lunch and then departing after lunch. I envisage this being a very informal affair but would give an opportunity to get the cars out and use them and for Equipe Owners to get to know each other better.

Please can you contact me and let me know if you are interested in such an event – and even better if you would like to organise it! I am thinking that it

would be in June or July, avoiding school holidays, and possibly based in the Midlands to even out the distances some of us will need to travel, but will

welcome thoughts and feedback from members – so over to you my friends.

Now, one thing I like is finding an Equipe I do not have on my



register, and a few days ago I heard of another, it had been bought by Philip, who I believe is a neighbour of the previous owner. The car had been parked up in 1988 and left. He had hoped to restore it himself, but having taken the windscreen out has found that the surround is quite badly rotted out, and it is more work than he can manage. He has therefore offered the car at cost to someone who will restore it, I am very tempted but really need to resist such temptation so if you are interested please let me know and I can pass your details on. The car is, I think, on Facebook so by the time this is published it might well have been taken. I understand that the chassis and floorpans are good so it is a good base for restoration. I hope to see it at our Rally next year!!!!

Finally, in an old copy of a 1966 car magazine (my secretary omitted making a note of which one, might have to sack her!) we found an article to show how a 2+2 bonnet could be fitted onto a Herald to replace an accident or rust damaged bonnet – so far as I know the 2+2 bonnet will not fit on the Vitesse, although the 4s bonnet was designed to do so. It's a real shame we cannot buy the bonnets at the quoted prices – that would be Christmas come early!

Stop Press!

I have just had some **Equipe Scroll Badges** made, these have been cut from polished stainless steel, they are not perfect in that the sides are vertical rather than sloping as the originals were, but if one wanted to these could be worked on with a dermal or similar to shape them. The badges will need to be fixed using double sided tape as there are no pins. The cost of the badges is £25.00 inclusive of Postage and Packaging.

Guy

HOT ROD

Tony Bostock's monthly guide to mods, tuning and motoring for fun



BODY MOD YOUR HERALD

IT'S the most novel mod of the year—the Herald Bond—and you can do it yourself. But allow a full week for the job, because it isn't all straight sailing, as we had first thought.

Cost? The glass-fibre bonnet section, in primer, is £61 12s. 6d. You can either buy the correct grille for £5 17s. 6d. or make an original one up yourself quite easily. A bumper is £4, but here again, adaptation of the original may save spending money.

Pricewise it just isn't worth it for the man who simply wants to fit a replacement bonnet after an accident—because the 1200 unit in steel is less, at £41 5s. 6d.

A Vitesse front end for a 1200 is quite possible, and this costs just £43. You'll have to buy twin lamp units of course, and that adds to the price. It fits without any trouble. A good prestige move!

The truly individual car is something to be proud of—and side flashes add a further personal touch. Car is rather longer than original, so measure your garage!



But back to the Bond bonnet. We thought—at least we hoped—it was a straightforward one-off weekend job, but were very out.

Cutting off the extensions at the front is not difficult, and if necessary they can be welded back on. We had to adjust the tie bars, and we also had to bend the flange inward on the top of the scuttle.

The support bars on the bonnet had to be bent down to raise the bonnet level, and we had to trim the rear bonnet flange.

We bonded in another support member at the front of the bonnet to make it more rigid, and also bonded in fast steel strip behind the wheel arch to make that more rigid. Nothing difficult, but takes time—and a little careful thought.

You can buy a bonnet through your local Triumph dealer, or from Bond Cars, Rippe Way, Preston, Lancs.



WIRING can be detached by pulling out snap connectors. Harness is attached to new bonnet, with lights



BONNET is swung open to remove pivot bolts, and the stay bars. It's best to get help to lift away



GRILLE and apron are not attached to bonnet, and are removed separately. Kiewa fan not standard



FRAME extensions are sawn off 2 in. from supports. Cover ends with something like metal cap or a plug



CLAMPS and other attachments on bonnet can then be changed over. A steel flat bar was bonded in sides



FITTING is a two-man job as one must manipulate as the other adjusts and measures, and modifies

53



TRIUMPH

BIG SALOONS

CARL SWANSON saloons@tssc.org.uk

Show(s) & Tell

Hello. Hope this edition of The Courier finds you and yours well. As various things seem to change on a weekly basis, I hope you can be as good as can be expected.

It seems like a long time ago I attended any shows! It has been on and off as we all know. Back in September, a local Golf course held a classic car meet. We were obviously concerned, but outside and kept our distance. It was a lovely September Sunday and the turn out was most impressive and the collection of cars too.

On the 16th September it was the South Bucks monthly meet, under lockdown instructions. (Pic at bottom)



I went up to Gaydon at the end of September. Just a general visit, not an event, but my cousin hadn't been before, so we went. At the time of writing, the National Motor museum at Gaydon is open Friday to Monday. You need to book tickets on line before you go. You need to

pick a time when booking, so staying compliant with covid actions.

You may recall earlier in the year, I went and found in the collection next to the museum is a 2500 S estate car..

Fortunately the information board was with it! This estate car was the last to



rotten chassis) which went on to the first Stanbury TT Special..

He was then posted to Weston Super Mare in early 1983 and sold the Spitfire to another Taunton colleague before I left.

He was sorry to see it go as he had a great summer with it.

I asked Ed if he could remember the car. He did, and recalled it belonged to the late **Des Withers** who had resorted it.

The car spent a lot of its life in West Penard, Somerset. Ed thought it was bought from a TSSC member in the Devon area. According to the DVLA site, its currently taxed and MOTed!

In a fine link back to the big saloons, David mentioned in his email his only big Triumph experience was with the 2.5 pi that his forces patrol car was in the 1970s!

come off the production line in May 1977. The price when new was £5594. The body for the estate was actually made by Carbodies. According to the info sheet, the estate was produced in small numbers due to special bodywork styled by Michelotti.

In total, an impressive 316,962 Triumph 2000s in all variants were produced. I'm never quite sure with the 'how many left' site, around 1500 Triumph 2000s in all variants exist..

You may recall last month a great article from **Ed Antonello**. In his article, he wrote about his Triumph history. There was a 1500 Spitfire pictured. A few says ago I received an email from **David Quick** who recognized the Spitfire and number plate as a car he had owned back in the early 1980s. He was a Policeman stationed in Taunton at the time and it formed part of a deal involving a motor bike, a Fiat and a Herald convertible (with



Thanks again to David Quick and Ed Antonello for their emails and memories we can share.

Take care, and stay safe out there..

Carl

Duxford Triumph Picnic

by Andy Cook

The Duxford Triumph Picnic took place on the last Sunday in September on a very cold and windy but dry day.

Despite the inevitable reservations that people had in attending due to Covid limiting the event it was still attended by nearly 60 Triumphs. The event was somewhat different from previous years in that it was not an official TSSC event and was run under the banner of a local car club which overlaps with the TSSC area. The event also had to comply with Covid 19 restrictions in accordance with the UK and also the museum's own restrictions including social distancing, the rule of 6, track and trace etc.

Due to this there were no trophies for the cars on the day but the cars were judged by **Ashley and Kirsty Mills** and there were certificates issued for the 3 best cars at the show. Details of the winning cars below from Ashley.

"1st went to the Triumph Vitesse, reg YRF 639H never caught the person's name but he came all the way up from Southend and thoroughly enjoyed himself. They were still there when I left so definitely made the most of the day. I think the Hillman Super Minx convertible also came up with him. His



Vitesse was a very nice example that I would love to own.



2nd went to Andy Cook's Mk3 GT6, reg KMX 433K the car is in great condition despite it being used constantly, completing many endurance long-distance driving events. Andy was so keen to arrive early he stayed in a hotel on Saturday Night. Unfortunately, his wheel bearing collapsed near Hatfield on the way home and had to be recovered by the AA on a flatbed.

3rd went to Harry Dent's (there's a clue in the name) beautiful TR5 even with a dent in the Offside rear quarter panel that happened on the way to Duxford as he was hit by another TR5. The panel fit even after the accident was superb and I would love to have this car but fear that the price of a TR5 is now beyond my reach although I was willing to take it off his hands for £300 with the damage. Harry was very knowledgeable about his car and has rebuilt the engine 2 times. The boot lid was specially made of aluminium to reduce the weight of the car and luckily the car that hit him did not damage this.



He has also converted it to EFI giving over 170 BHP, that might explain why he needs to keep rebuilding the engine."



Lynton & Lynmouth Trip 13/09/2020

by Darren Groves - North Devon AO

The annual trip to the Lynton & Lynmouth Cliff Railway has become a firm favourite in the North Devon calendar over the last few years, but as we know many of our favourite events this year have been called off for obvious reasons.

It was therefore great news when Rob & Ashley (both Triumph owners past & present respectively) at the Cliff Railway confirmed they were still keen for it to happen, however our usual parking spot on the walkway up to the station at Lynton was significantly reduced due to their social distancing measures, but any additional cars could be parked a short walk away at the Town Hall.

There was a slightly nervous moment when more restrictive measures were about to be announced by the government, but luckily they were set to take effect on the day after the event, so we just crept in before. We'd brought the event forward a week from the previous year, so that proved to be a blessing, had we not it would have been yet another event called off.

As the weekend approached the weather forecast was improving, clear skies and temperatures into the low 20's were promised.

When we woke on the day to thick mist we thought the BBC Weather App must have had a bug, but as the day went it got warmer and warmer and the whole day was truly glorious.

The Herald needed some last minute repairs on the days leading up to the event (you may of read about that in my October 13/60 Register Article), but it was all well and good on the day



Malcolm, Simon & Andy by his TR4

so myself, Zoe & young Sam set off in the early morning mist, closely followed by Chloe and her boyfriend Charlie in Zoe's parents car, sadly not a Triumph as I haven't managed convinced them yet that they need one.

First stop was Bideford where we met Malcolm & Mandy Huxtable in their Spitfire, Simon Whenmouth in his Aston Martin DB9, Alan Brace in his recently repainted Spitfire along with his two sons in their beautifully restored Mini, Rob Shaddick of the LLCR in his BMW 1502, Richard and Annie Rossiter-Stead in their



Not everything was a Triumph.

Herald 1200 (which was just back from extensive bodywork), Lee Williams in his Spitfire and without doubt the star of the show was Andy Luckhurst, making his first proper trip in his almost finished TR4 (still needs an interior) arriving fashionably late, I think it was just so he could make a bit of an entrance.

It was great to see many of the local members again, it's been a long time since our last get



Leading the convoy.

together. After plenty of chat and admiring of cars, not all Triumph I grant you, but we were all just pleased to be there so nobody minded, we all set off to the next stop. This is a tried and tested route for us now, but as always it was tricky to keep all the cars in convoy, but we arrived at Blackmoor Gate together.

Here we met up with Robert Hodgson and Scott Downes in their respective Spitfire's, Mike & Irene Hadley who had left their Spitfire at home and joining us for the first time was Rod Cope in his Spitfire MK4. Rod is quite new to the TSSC and Spitfire ownership, he had contacted me right at the beginning of the lockdown as he was enquiring if there were any other MK4 owners close by to him in Barnstaple, as he wanted to look over their car and get a bit of advice. Under the current circumstances that was difficult, but as I am also restoring a MK4 we have been in extremely

regular contact on FB messenger, I have tried to support Rod remotely through all the great work he has been doing to get it on the road. Just a week before this event he had a leaky core plug, the awkward one at the front of the block obscured by the engine plate and timing chain cover, so it was no mean task to get the car apart, all the parts ordered, delivered and the job

done in time. Hopefully we'll see Rod regularly when things are a little more normal.

Once again we set off to our next meeting point. I led the way with Andy right behind me, though after a very short distance I went round a bend, but where had Andy gone? I slowed in the hope he would reappear, but nothing, no cars at all, then a few moderns came.....we thought the worst. Zoe started messaging Chloe (who was at the rear of the convoy), she confirmed that Andy had some trouble, but Malcolm had stopped to help and they seem to have fixed it, so we carried on knowing everyone was safe, well and moving again.



Shiny stuff at The Valley of the Rocks

At the final stop in the Valley of the Rocks we met Nicholas Bailey in his Vitesse. The rest of the convoy arrived shortly after, including Andy in his TR4. The problem was the throttle linkage popping off, so it was easily fixed on the road side.



Trio of Spitfires

For a car that's been off the road for such a long time and on its maiden trip, (I'm not including the journey for the MoT) it's a credit to Andy that this

was the only teething issue he had.

After a short stop we headed along to Lynton,

In past years we have asked all cars stay until 3pm, but this year it was a bit more flexible so some had already left for home. We headed



The Cliff Railway

six of us parked by the railway with the others parking at the Town Hall, we then all headed off in our groups to explore the local area. We spent most of our time in Lynmouth and chose to walk down and get the train back up to Lynton later... ..only the brave or stupid do it the other way. It was a beautifully sunny and hot so picnics, lunches and ice creams were the order of the day. Queues for the railway were longer than normal, but very well managed and moved quickly so we didn't have to wait long for our ride back up.



Parked at The Cliff Railway

back to our cars, but Zoe's Dad had realised he'd lost his wallet, so after some frantic searching of



Andy's TR4 in all its glory

his car we drove back to the Valley of the Rocks and to Lynmouth to retrace some of our movements, but alas nothing was found. Fortunately he only had two cards in there which were quickly cancelled and a small sum of cash.

This didn't spoil the day though; it had been fantastic weather, some great cars and really good to catch up with some of the Devon faithful and welcome a new member to the fold as well. Who knows what's going to happen in the coming months, so it made meeting up all the more special.



Malcolm & Scott's Spitfires at Town Hall

THE COURIER **Classifieds**

Specire



1500, 1977 - Needs new Engine. SORN 2013 after engine exploded, block cracked through 1st cylinder. Stored in dry garage since. Twin stainless exhaust, K&N filters, roll bar, recently new hood and carpets, good tyres, metal Hardtop with glass windows. £1500 **Martin Rock-Evans** (Mid-Devon) 01884 840776.

Herald



1200 CONVERTIBLE. Triumph Herald 1200 factory convertible, restoration required. Too many projects and lack of time. Any questions please ring. Socially distanced viewing welcome. £900 ono **Karon Simpkins** (Burntwood, Staffordshire.) 01543 685421



13/60 EASY PROJECT CAR 1970. Project. Does not run at present. Turns over on new battery, sparks and petrol reaches the carb, so think the fault is there. Passenger front seat

included. Requires UJ's to prop-shaft as knocking. Rust in usual places, mostly cosmetic. Last MOT expired July 2017, only 20 miles since July 2016. Registered 1 November 1970 so let's give her a 50th birthday present of a new owner. £1,400. OVNO **Adrian Derry (Thrapston)** 07549 728455.

1200 1970 SALOON 12,046 miles from new. Dismantled 1985. Now 95% Rebuilt with replacement body. Too many New Parts to list. Ring for all details. £3,000 OVNO **Dave Austin** (Loughborough) 01509 415481.

TR7



1982 TR7 83500 miles, MOT June 2021, O/S & N/S sills renewed, new petrol tank, sender, fuel lines, & filter, new carpets, electronic ign, alloys with almost new tyres, new rear bake cylinders, greenstuff pads, alternator renewed, carbs refurbished, CD radio, canvass hood in good condition, set of 4 original wheels inc sale, car owned 3 1/2 years all work carried in this period. Please contact for more info. £4850 **Rob T (Altrincham)** +4401619 805701

TR6



TR6 1974 TOTAL REBUILD. Ex USA, huge spec, many upgrades, loads spent, built for touring, phone for full details. £19,000 or offers **Richard Dickson (Camelford)** 07919 838816

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TRIUMPH HERALD 13/60 CONVERTIBLE WANTED. Prefer A1 later car but good/ bad /ugly considered , please email or call with details, johnsolo@btinternet.com **Russell Johnson (Hindhead)** 07876 616886.

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GT6 MkIII 3.89 DIFFERENTIAL. 4 Top holes so suitable for the late Mk 3 with the swing spring. Slight backlash between the output shafts, crown wheel and pinion feel OK. Casting number KD60336. £100.00 **Barry Thurgood (CM22) 07549 402589.**

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VITESSE/GT6 INLET MANIFOLD WANTED I am looking for V3153 inlet manifold. **Richard Heath (Warwick) 07941 788063.**

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SPITFIRE 1500 Set of screws for a

steering wheel. My 1500 Spitfire steering wheel has rusty screws and as the steering wheel is being refurbished a set of new shiny screws is sought. Anyone got a set? **Paul Smith (Malmesbury) 07785 764500.**

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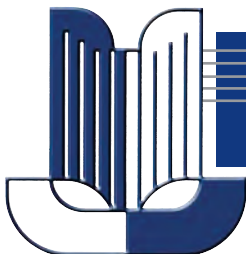
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Triumph Sports Six Club

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

HERALD 948/1200/1250

Colin Lindsay, 6 Old Mill Road Scarva Co. Armagh BT63 6NL.

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

HERALD 13/60

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

Tel: 07806 351499 e-mail: herald1360@tssc.org.uk

SPITFIRE Mk I/II/III

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE.

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

SPITFIRE Mk IV/1500

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

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

VITESSE 1600/ Mk I/II

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

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

GT6 MkI/II/III

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

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

BOND

Guy Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE.

Tel: 01672 514241 e-mail: bond@tssc.org.uk

SPECIALS

Trevor Collett, 25A, Greenacres, Bookham, Surrey. KT23 3NG.

Tel: 0776 7248798 e-mail: specials@tssc.org.uk

BIG SALOONS

Carl Swanson, 55 Heath Rd, Beaconsfield, Buckinghamshire HP9 1DG.

Tel: 07823 771811 e-mail: saloons@tssc.org.uk

TOLEDO/DOLOMITE 1300/1500

Andrew Burford, 13 Highgate Avenue, Birstall, Leicestershire. LE4 3JL.

Tel: 0116 267 1688 (Eves/Weekends) e-mail: toledo@tssc.org.uk

TR 4/4A/5/250/6

Bernard Littlewood, 92 Lascelles Drive, Pontprennau, Cardiff. CF23 8NQ.

Tel: 02920 315260 e-mail: tr4-tr6@tssc.org.uk

TR7/TR8

Paul Lewis, 14 Northbourne Drive, Nuneaton, Works. CV11 4GA.

Tel: 07766 101615 e-mail: tr7-8@tssc.org.uk

TRIUMPH ACCLAIM

Graham Robertson, 25 Straik Place, Elrick, Westhill, Aberdeenshire. AB32 6TN.

Tel: 01224 741564 Mob. 07534 130030 e-mail: acclaim@tssc.org.uk

STAG

Phil Willson, 37 The Grove, Sidcup, Kent. DA14 5NG.

Tel: 020 8302 0059 e-mail: stag@tssc.org.uk

TSSC TRIUMPH ARCHIVE

Ben Broadbent, 28 Forshaws Lane, Burtonwood, Warrington Cheshire. WA5 4ES.

Tel: 07875 944541 e-mail: archive@tssc.org.uk

AMPHICAR

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

INTERNATIONAL LIAISON SECRETARIES

Jess Smale & John Lay: 6 Derwent Close, Horndean, Waterlooville, Hants. PO8 0DH e-mail: international-liaison@tssc.org.uk. Tel: 0781 107 3138

YOUNG MEMBERS CO-ORDINATOR

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

TRIUMPH WEEKEND 2020

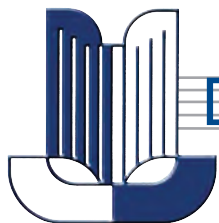
Nigel Hill, 32 Hollyhill Road, Selston, Notts. NG16 6EF. Tel: 07976 163006 e-mail: nigel.hill@hotmail.co.uk. TSSC HQ: e-mail: info@tssc.org.uk

AREA LIAISON OFFICERS

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

PUBLIC RELATIONS OFFICER

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



November 2020

AREA

Directory • News • Events

AREANEWS

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 Embury: 0770 1049881 Simon Morgan: 07786 806189 CONTACT AO's FOR MEETING VENUE	3RD WED. 7.30PM

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

MIDLAND AREAS Contd.

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

EASTERN AREAS

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

SOUTH EASTERN AREAS

EAST BERKS	Doug Brown: 01189 321390 <i>The Shire Horse</i> - Nr MAIDENHEAD on A4 - 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 Various - See report in Area News	CALL FOR DETAILS
WEST KENT	Colin Robertson: 07810 102525 <i>The Woodman</i> - Goathurst Common - IDE HILL - TN14 6BU <i>The Castle Inn</i> - Main Road - BODIAM -TN32 5UB	LAST TUES 7.30PM LAST WED AT 7.30.
NEWBURY	Dave Rumens: 01635 868640 <i>The Travellers Friend</i> - Crookham Common, THATCHAM. RG19 8EA <i>The Downgate</i> - Down View, Park St. HUNGERFORD. RG17 0ED	2ND WED. 7.30PM 4th Wed. 7.30pm
SOUTHERN	Mike Goolding: 01252 722432 <i>The Seven Stars</i> - STROUD GU32 3PG	1ST TUES. 7.30 PM.
SURREY	Clifford Darby: 07853 793341 <i>Wellhouse Inn</i> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
EAST SUSSEX	Ian Gordon: 01273 813691 <i>The Halfway House</i> - Rose Hill, ISFIELD SUSSEX. TN22 5UG.	1ST WEDS. 8PM.
WEST SUSSEX	Nigel Ayre: 01403253034. <i>George & Dragon</i> - Dragons Green - HORSHAM RH13 8GEB	3RD WEDS 7.30 PM.
THAMES	Mickey Hazell: 07773 623807 <i>Fairmile Inn</i> - Portsmouth Rd - COBHAM. KT11 1BW. <i>George Inn</i> - 29 Windsor Road, - WRAYSBURY. TW19 5DE	1ST THURS. 8PM 3RD THURS. 8PM

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241 <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. 8PM
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>The Three Compasses</i> - CHARMINSTER - DT2 9QT. March to Sept	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 8PM
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
BELGIUM	Stefan Vandendijk	stefan.vandendijk@telenet.be
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FRANCE (Poitou Charentes)	Victor Thompson	vcandvh@gmail.com
FRANCE (Central)	Ray Lomax	lomaxcreuse@gmail.com
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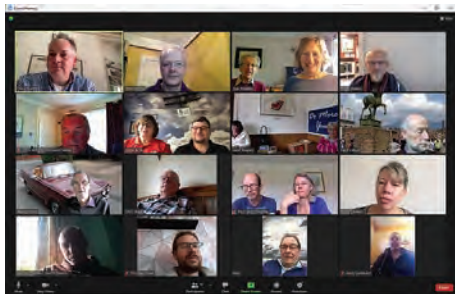
Area Liaison Officers Report

Andover

Triumph Sports Six Area Liaison Officers

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

Wow Thank you to those Area Organisers who joined us on the ALO seminar on Sunday 18th October. It was great to see your faces and hope you enjoyed the seminar as much as we did. There were 18 signed in and hope this is the way forward to the future seminars. For



those who didn't attend the zoom meeting this is what we discussed.

Darren from Classicline Insurance gave a talk regarding the young drivers policy that is being set up. So now young drivers with one years driving experience can drive your classic car. Only accompanied by yourself as the policy holder for a figure of £40 for the year through ClassicLine who are on our insurance panel. When contacting them this is only being done with one underwriter - ERS.

Next we spoke about the next two year plan of joint international weekend's with the TR register which is from **Friday 13th August to Sunday 15th**

August 2021 at Malvern the three countries show ground and 2022 we are at the **Stafford show ground from Friday 19th August to Sunday 22nd of August 2022**. We asked is there anything you would like to see at the shows. If you have any suggestions contact us on the above email please or ring us. Also if there is anything personal you can bring to the table. Let us know.

So we also discussed registering your areas which is the same procedure as last year. You ONLY have to send in a form if there has been any changes within your area ie. A new Area Organiser/ additional area organiser. Change of venue or time of venue. If everything is the same just drop us a text/email to above address and say it's the same details as last year. If you need an Area organiser form you can download it from the TSSC website.

Final note with the current situation we still advise on no meetings or runs out at the present time hopefully we can resume normal services soon. Until then please stay safe we will be in touch soon.

Nigel & Di.

Andover

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

Tel. 01672 514241

t'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.

We had decided to take the 'business' to the show

as well as Guy's recently rebuilt Bond Equipe convertible so he unearthed 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 from the villages hereabouts. It was particularly good as it was the first real trip Guy had done in 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



Cambridge

'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, thinking we could just about cope with a socially distanced show inside a large hanger, when we realised that we were 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 try to 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 outdoor 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, so not keen on a pub meet just yet. That has meant that we still haven't managed to get much set up for a local area meet, and the new 'Rule of Six' restrictions will not make it any easier.

We were able, however, to have a very pleasant afternoon sitting in Ed and Maureen's garden with Southampton Bob after their kind invitation to join them. It was also fascinating to finally have a guided tour around the garages and sheds at the top of their garden, and to see that he really does have as many cars as we do - or was it more? Amazing to see the belt driven lathe and other vintage tooling their son Dave has managed to install (Sorry, Ed, if that gave away the secret that you knew where he had hidden the key).

We haven't ruled out another garden type meeting if we can arrange something for up to 6 people at a time, if we can manage to time it for some reasonable weather, and will try to set something up when we get back from our break. Do please let us know if you would be interested in hosting or attending something like this, and we will see what we can do. Stay safe.

Suzie & Guy

Cambridge

e-mail: cambridge@tssc.org.uk

Tel. 07795 436149



The restrictions roll on and we haven't been able to meet up at our old pub haunt on the first Mondays of the month so we enjoyed a virtual meet up on Zoom instead.

Those present regaled us with their memories of last month's drive south into the Essex countryside and Howard's great dashcam footage of the trip that he edited up and we put out on the area's Facebook feed. Giants with glowing eyes and valiant knights on their trusty steeds indeed!

Tim asked the collective hive mind about how his window winders went as he was assembling the doors for his TR5's nut and bolt restoration. The conclusion was that the spring winds up as the window goes down so as to help push it back up again. He also said he had now received the long awaited wiring loom which he's had customised to add in the heated seats and audio equipment he has so he'll be busy fitting that too.

I fed back on the trials and tribulations of the head gasket replacement work on my big old vintage car, which has had to come off again after I failed to follow the complex stud tightening instructions. Or rather I followed them but didn't realise that the last step had an implied 'when the head is cool' so, when I did the final head stud tightening and they were all fine that was because she was still hot. Fifty miles later and she tore a hole in the new gasket and I need to do it all again. Ah well, live and learn.

Toby was pining for a decent trip this year and wanted to know if anyone wanted to come with him on the Ultimate Road Trip outing he had booked onto. It's outside the club so will have lots of ordinary (or perhaps extraordinary) cars on it. I am tempted to take the big old vintage car.



Cambridge Cheshire - Coventry

Cambridge Continues

We will be on Zoom each month for the foreseeable future: [https://zoom.us/j/944 5226 2414](https://zoom.us/j/94452262414) with password TSSC at 8pm on the first Monday of the month

The next meeting is **Monday the 2nd of November** and looks likely to be on Zoom

Tom

Cheshire

e-mail: cheshire@tssc.org.uk

www.tssc.org.uk

Tel. 07779 878125

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

Capesthorpe were having a second show on the 27th of September, which was likely to be as well attended as the previous one. However an email on the 21st indicated the show was cancelled by the venue. Later emails indicated the show at Castle Howard on the 4th was going ahead, but that's a mere 113 miles from here and other things were planned. As the hours of daylight are shrinking and the temperatures are falling, it's the sort of time to think about winter maintenance and things like that.

I have an annual reminder to look for the Sandbach Festival of Transport around this time of year, as it's when the date is known and the application forms become available. It's also an ideal Show as Sandbach is a pleasant 18 mile drive from here at Cast Iron World. So I looked via Professor Google and to my surprise the dates for 2021 are April 17th and 18th. However the Show web site says 'postponed until further notice' but further down the date is repeated and 'entry forms will be available in the coming months'. I am crossing all sorts of things that the situation is under control by April next year - I am suffering from Car Show withdrawal symptoms.

Back in 1977 (it says in my records) I bought an overdrive gearbox for Heap the Vitesse for £50 from a colleague at work. In 1992 the gearbox had been repaired (the front main bearing was seriously unserviceable) and I devised an overdrive test, which involved a 1 kilowatt electric motor donated by Adrian, a length of heater hose to allow said motor to drive the gearbox input shaft (no expense

spared) and a method of driving the solenoid (possibly a 12 volt battery). The overdrive passed the test and the gearbox remained in Heap the Vitesse until 2017 when some noises indicated it had had the layshaft bearings for lunch. A neighbouring Area Organiser had heard of this test and requested said test for his overdrive gearbox, which had been adorning his garage floor for a number of years. So the gearbox was tested and it failed. However I had also tested a couple of overdrives which had been stood for many years, where the cone clutch had stuck to the annulus and needed more than hydraulic pressure to unstick it. So the technique for this was relayed to said AO, and the distinct 'ting' that goes with a stuck cone becoming unstuck was heard. The saga continues...

Our meeting this month was a Zoom affair, like many others, I imagine. There were only 3 of us but we had a good meeting once all the Zoom issues were resolved and talked about overdrives, this time after a bodger had been playing with the hydraulics, what cars we all had and other things. If you are thinking of joining in, make sure you've got Zoom installed first (and/or check for updates) and if possible have a test run with someone.

Our next meeting is on **Thursday 5th November via Zoom**, starting at 8pm. The link for Zoom will be emailed to the usual suspects, and also available on the TSSC web site (Areas, Cheshire). Any other information will be available on the TSSC web site.

Henry

Coventry

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Hi Folks

Just a brief catch up on last months events, been nowhere, done nothing, seen no one, have taken the "Smiffy Spitty" for a run and the XR3i Cabriolet is now back on the road, hope you are all well and keeping safe.

Forthcoming events :- NONE

Regards

Phil & Lyn

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

Devon

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Tel. 01548 821348

With no Club events allowed again due to Covid-19, John and I took a short holiday on Exmoor at the end of September. Stopping at the viewpoint above Porlock we were delighted to see a Vitesse, Stag and if I must say it, a Midget, in the car park. The Vitesse belongs to member Nick Bailey from Lynton who kindly sent me the story of his car.



"My Vitesse 2 litre convertible (RBL334F) has been in my possession for about three years. Prior to that, my brother Chris Bailey owned it for about 25 years. He joined the TSSC in around 1980 when he acquired a 13/60 Estate and was active with TSSC Thames area in the 80s. Before my brother acquired RBL, it was owned by a friend, Chris Childs, who was also active in the Thames area. The car is fairly standard apart from the addition of a roll bar which my brother installed. He previously had a Spitfire Mk2 which he managed to turn over, so I think this was sort of compensation for the handling features. Currently, my car will sport a hardtop in inclement weather. It would probably benefit from some restoration work on the carburetors. We use the car for recreational purposes. I do enjoy having to be involved when driving it rather than just piloting the vehicle as I do in our modern 21st century cars."

Nick tells me he has Longmead House B&B in Lynton (www.longmeadhouse.co.uk) and would love to see other Triumphs in the car park. The B&B boasts a level and amply sized car park which is quite rare in hilly Lynton. He is involved with the Lyn Valley Classic show and looks forward to a successful event in 2021. Thanks for the input Nick and we look forward to seeing you again soon.

Our Nigel (Kenneison) fellow AO and Town Crier for Newton Abbot has been working on his Spitfire, known affectionately as the Floozie.

"At a club night fellow member Bob Staniforth was talking about coach enamel, a car paint that could be applied by brush / roller which sounded interesting, especially as I had no access or experience in

spray painting (and limited space in the garage) but knew I could use a paintbrush, but with the show season soon to start I thought "something for



the winter". However along came lock down, and most places shut down with the hope of some sort of normality for the summer – well we all know what happened

then. Social distancing and shows cancelled. So late July I thought I really need to tidy certain areas of

the car up especially around the master brake and clutch cylinder areas. An email to "Paragon paints" enquiring about Triumph White and sure enough they could supply a gloss enamel Triumph White and a grey Zinc primer so off went an order. Duly arrived and I set about the area of concern. Scraped off the flaky paint the rust – treated it with Ferton and left it to go black. Once dry applied a couple of coats of primer - leaving to dry for a day between coats and then repeated the procedure with the gloss. I also



using clay sculptor tools, found





Devon - Devon North Dorset South

Devon Continues

did the related areas as well just for balance and it was found to be quite satisfying. Upon completion I felt that it looked quite good and the colour match was indeed better than I had thought it would be. After this "success" thought "let's do the rest of engine bay and inside bonnet" as even if it doesn't work people will only see it if I lift the bonnet - anyway more on that next month possibly".

Thanks for that Nigel - looking forward to the next instalment.

Now of course it is actually November - which is when we would normally hold our Devon AGM. Nigel, John and I are happy to continue as your Area Organisers, unless anyone else is itching to take over in which case please form an orderly queue!

Finally, it looks as if it will be impossible to arrange any sort of Christmas meal this year but I do have good news in that Santa is apparently arriving in the UK on the 11 December, so that he and his reindeer can be quarantined before the big day.

Sue, John & Nigel



Devon North

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As I write this, Storm Alex has brought relentless rain and wind and the late summer that we enjoyed in September is a distant memory.

We had a great time on 13th September with our trip to Lynton & Lynmouth, just before the tighter "Rule of Six" rules were introduced.

Darren will have written an article about it so I won't say any more here except, see this issues "Area Showtime".

With the tighter restrictions, and the summer season now well and truly behind us, it's the perfect

time to be doing all those jobs on your Triumphs that you have been putting off.

There are currently no events planned due to the Covid restrictions, but the North Devon and Devon Club meetings are still happening via Zoom and they have been working really well. Please join us if you can for an informal chat with fellow enthusiasts.

Our North Devon Zoom meeting on Thursday 1st Oct was attended by our usual stalwarts including Sue and John, Darren, Mick and Malcolm.

Malcolm had just completed two night shifts. He told me afterwards that he is getting "too old for this" but he looked youthful enough on the Lynton & Lynmouth run.

Having pretty much finished his shed (before the weather changed - well done!) Darren had started the bodywork repairs on his Herald and had re-skinned one of the doors. He had managed to buy a pair of doorskins a while ago and the first was fitted very successfully. Sadly the second one was not of the same quality so he had just ordered another - let's hope it is OK.

Sue and John were looking cheerful, and Sue was looking forward to attending the AGM (which will have happened by the time you read this).

Mick has a long list of projects. With two TR7s, one of which needs more work than expected including floor-pan repairs, plus his daughter's Herald which is now at his house and needs various attention to get it back on the road, he is beginning to wish he had a bigger garage!

Next North Devon Zoom Meeting:

5th November 7:30 PM

If you want to attend and are not on our email list, please give me a call.

Andy

Dorset South

e-mail: robbynicks@msn.com

Tel. 07920 549474

After a chat with the landlord I would like to inform you that our area meetings will be moving from the Red Lion Winfrith to our new venue **THE THREE COMPASSES, 9 The Square, Charminster, DT2 9QT**. The landlord is a classic car guy and ask him nicely he might invite you into his garage. I will be really pushing to get as many Triumphs there as possible in the new year.

Meetings will run from March till September (Covid Aware).

email: robbynicks@msn.com Tel: 07920549474

Rob



Essex

Essex

e-mail: miketitchen@aol.com

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

Mike. 07860 708356

Yet again another crazy world of covid-19. At the beginning of September we were unsure whether or not Capel Manor Classic Car Show was going to go ahead, but a decision was made that it would. There were only 4 cars from Essex as Linda & Mick's Herald broke down on the way, when their rad sprung a leak and had to be towed home. Stewart turned up a little later but was unable to park with us. We did not have a club stand this year, where we generally would collect for a charity, but it worked out really well as we were parked in the front row in the sun and it was good that M25 area parked behind us making quite a lot of Triumph's together making a good display for the TSSC. Brian asked me to have a look at a small crack that was appearing in his back wheel arch to see if it could be welded back together I said yes that will be fine



and arrange to go over to his house to do the minor repair, on the following Saturday myself and Sue loaded the car with my welding equipment and had a nice drive over to spent a pleasant day making lots of Sparks on the car talking, eating and drinking tea. Whilst we were in the Tiptree area, myself and Brian went out to have a look at a venue where we were thinking of having a New Year get together in early 2021 this looked really promising. We hope to put this together as we must all think about something to look ahead to.

Sunday the 13th was club day the government had announced the new rules which was making people more confused so instead of meeting in one place I organised a small drive out stopping at a few places on the way to keep social distancing. We started off at Passing Thyme Cafe, with a coffee, then drove to The Country Inn where some of us had a lunch, next off to Hanningfield Reservoir, it was so busy and we couldn't park due to nice weather so a few of us drove onto Battlesbridge to finish off our drive out with a picnic tea.

Mid month me and Sue with Brian and Jean went to Staffordshire, we should have been going to Isle of Man Festival of Motoring with Scenic Tours but that had to be cancelled due to Covid 19, we were a little disappointed, but made the most of seeing lots of place near where we were staying. On a couple of the days Brian and Jean went further afield to Hornsea in Yorkshire to see his brother & also to Anglesey in Wales to reminisce. Sue & I found a nice pub on the canal side in Barton where we started talking to a TR4a owner & a Herald owner.

On Sunday 20th some members went to Battlesbridge in their cars, amongst them a TR3a, TR8 V8,



Herald, Spitfire & a new Member Andy with his GT6 there was a good show of Triumphs.

Duxford Picnic did go ahead but as an Area group we decided not to attend, but we could attend as individuals.

Essex Gatwick

Essex Continues

Andy and Nick from Devon Area came up especially for it.

The next couple of Sunday Club Day Meetings may not happen, but if the restrictions let us we may arrange to have a drive out day.

Mike

Gatwick

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Hope are all well. Classic car life doesn't seem to be getting any easier, now that we're limited to groups of six! Our meetings are still going ahead on the 2nd Tuesday of the month, but it's best if you give me a call if you wanting to come along as we are considering a number of meets through the month to enable everyone to catch up on all things Triumph.

Phil & I went along to a classic car meet in Forest Row on Sunday 13th, recommended by Vic. Phil went in his Rover 800 coupe & I in my spitfire mk1, once there we met up with Vic & his mk3.

There was a large choice of cars to look at, making it a great event. It was so nice to be back out enjoying everyone's cars, it all felt so normal!

We met Colin & his very smart red spitfire, one of a collection of Triumphs he has. In this picture my



mk1 is trying to grab a tow, to get back to the covid free future! Anyone want a lift!

Two of our members, Maria and Peter, attended an MG Car Club event held at Leonardslee Gardens and Lakes on Sunday 13th September.

There was a huge emphasis on COVID safety. Not only did the MG members observe the 2 meter rule, the cars did as well! (Photo A & B). The event was organised with military precision, drivers had to be club members and all passengers had to be booked in and entry fees paid in advance. The event run under the MSA rules which required procedures to be written and approved prior to the event. There were many marshals to control the drivers of the 120 cars that attended.

Fortunately Leonardslee Gardens has large car parks one of which was used in full by the members. The sun shone brightly as it does on both the godly and ungodly alike. Members could eat in the café or bring their own picnics which had to be consumed in the carpark only. (Photo C)

There were some non MG cars and we did at least have one TR6 to wave the TSSC flag.



MG cars observed social distancing!



Cars and members also social distancing!

Maria enjoying her picnic photographed by Peter reduced to a mere shadow. Thanks for that Peter & Maria, sounds like it was a good event. Hope to see you all very soon, at a safe distance. Keep well.



Tony



Herts & Beds Leics & Rutland - M25 East

Herts & Beds

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Hello Folks all having a good time ??? the Raven at Hexton has been closed for area meetings as we had it booked as a group of 30.

This blows the restrictions, there may be ways of having 5 bookings of 6 if all from the same silly bubble but no changes have been progressed so all Pub meets are Technically OFF.

Very little has happened since last month apart from Com asking us to cancel Duxford, we did not happen to agree on this idea and we ran the event as The Herts and Beds Car Club with the blessing of IWM Duxford and Public health England all agreeing we were safe to continue. The event was hosted and paid for by OUR account club name which we have our own constitution, there being no connection to TSSC.



Just under 60 cars braved the Siberian heat wave for the picnic, and with your support collected £112



towards our PLI costs. It just shows members were appreciative of our efforts and we certainly appreciated the donations, we ended up with a small loss of £40 which wont break our bank.

But by gosh the wind chill froze the happy helpers who stood proud for 3 hours. I must thank all those who made the effort to attend, if the sun had been out I reckon we may have been overun, interest on the forum was outstanding, so roll on next year, let's hope it's less hassle.

As soon as Pub meeting lock downs are revised I will let you all know, till thenhave a nice day
Aldi are selling mince pies and Christmas puddings Christmas cometh where has the year gone? all the best

Pete
and team

Leicester & Rutland

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Hi all. Well with no meetings planned at present in Leicestershire and Rutland Area and only two official outings all year it will be of no great surprise that I have to tell you that unfortunately due to the restaurant and bar situation we will be unable to go ahead with this years Christmas dinner.

Without listing all of the do's and don'ts along with Government guide lines I think we can all understand why we simply can't have 20 plus people all in one room to eat together. (If anything changes nearer December then I will let you know).

August is traditionally the month for our AGM and it would be my intention to try and do this by email week commencing 16th November. This gives us five nights to discuss any voting, plans for next year and accounts etc. If you are a member of the Leicester and Rutland Area and are not on our regular emailing list but wish to be involved then get in touch, I will add you to the list.

And finally for those that missed it last month we have 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 and look out for a little present for those that book early.

Stay safe and look after yourself.

Dave

M25 East

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Tel. 07938 526324

Hi all, here we are already in November and unfortunately there's not really that much to report on.

Since last month more restrictions have been put in place and now it seems very unlikely that our Firework Night gathering will take place....unless the rule of six is relaxed by then, which I very much doubt.



M25 East Newbury

M25 East Continues

Another casualty will be our annual Xmas Dinner. We were hoping to start up our Monthly Meets in some form or another but again, due to restrictions there is no way we can hold them. If things do change then we'll try and think of something 'off the cuff'....here's hoping!!

Ok, so that's all the doom and gloom out of the way. A few of us did get together at the tail end of September for our holiday to Turkey. It was booked way back in February before anyone had



even heard of Covid19. Six of us went - Myself and Donna, Barry and Laura and Malcolm and Lesley. As luck would have it Chris and Shelley were also in Turkey at the same time and we all met up one day for a cracking day on a boat followed by a lovely meal. Eight M25 East members altogether, on holiday abroad, is that some sort of record? We were very lucky that our holiday took place given what's been going on this year and doubly lucky as only 48 hours after we returned Turkey was taken off the UK's travel corridor list. It was a great break for everyone after all the disappointments over the summer and best of all we all came back friends ha ha.

So, now that summer's over I suppose it's time to get things done on the car. In the faint hope that there might be events happening next year. I've got to try and get over my 'lazyitis' and get on with things - gearbox, ball joints, steering column - the list goes on ha ha.

Well, that's all for now, I did proper struggle this month. If anyone has anything witty or interesting to put in the write up please send it to me.

All the best

John.

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

By 8th of each month - Thank you

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

Congratulations to Nigel and Helen for the front cover picture of the Courier No, 484 October 2020. A good advert for the Newbury TSSC group.

Nigel a clever chap has been busy building a Fiat 127 engine, I wish I had his talents.

Ian has had a problem with TR6, I will let him explain.

When I started TR6 for it's normal 2 weekly warm up and drive around the block a week or so ago the clutch travel was virtually to the floor. A quick bit of diagnosis suggested that the slave cylinder seals had gone. In the 9 and a half years I've owned her not had to replace the slave. Anyway, after a bit of hunting around the internet, I got a Borg & Beck replacement from my local motor spares place, cheaper than anywhere else !!! Shop local, it may be no more expensive than the internet. Normally bleeding brakes / clutch systems is best done with 2 people, one on the pedal one on the bleed nipple, however when you're on your own the Gunson Eez-bleed makes it into a one person job. All sorted, just hope now that the extra pressure in the slave doesn't cause the master cylinder seals to go pop.

Thanks for that Ian.

Dave has drained the coolant from the TR7, flushed and re filled with new coolant ready for winter storage. Dave and Mary are enjoying gardening and walking during lockdown which is going on far too long. When will it all end I ask myself.

Steve is another clever chap and is steaming ahead with the Dolomite Sprint. I wish I had his talents.

Over to you Steve.

Not a lot to report from me, it's a shame we can't meet now until at least the new year. I have only been working on the Dolly since I last saw you.

I am looking to get the wheels back on this month, but as its in the garden it might be that I am unable to drive it across the grass because of how bad the



weather has been. I have started the engine for the first time since all the plumbing and carbs were off, the water leak has gone and the temp held steady at half way for a good 3/4's of an hour. I have had some plates made up to strengthen the bulkhead where the accelerator pedal attaches, this is a known weak point

I'm also looking at a brake upgrade as the Dolomite has a thing called the LSV (load sensing valve) this I found out has to be there because the rear brakes are huge!! And can out perform the fronts..which can lead to some very unsavoury handling

On the Dolomite forum one of the guys has come up with a mod that sorts this out, its called the Trackerjack brake conversion. I'm going to try to have a go at that but parts are an issue so it might be a long job, its consists of in part Mk2 Golf discs and sierra callipers. The coil has been fitted as has the electronic ignition, I fitted a Bosch 3 ohm coil and it all worked!!! The piece I am most impressed with was fitting the electric fan, it went in beautifully and works a treat. All the relays are working for the headlamps, horn and fan, I have got rid of the K&N air filters and have gone back to the airbox - just liked it better. I am booked in to get the vinyl roof replaced but if I can't get it out of the garden I will have to postpone that. Anyway I will let you know how I get on.

All the best and keep safe.

Steve.

As for me I never learn. I finally got my GT6 back from the garage in a sorry state, however I am pleased to have her back. On the journey home I ran out of petrol on a bend in a narrow lane. My Son and his mate went back to the garage but they were

no help. Meanwhile as it was directing the traffic around my car a police car pulled up, the policeman leaned out of the window and he was wearing a laughing mask he must have been the laughing policeman. I said help was on the way and they drove off. In the end my son and his mate pushed me to the Woodspeen where I was safe in the car park. My Grandson arrived later with a can of petrol and some jump leads and we were away, you couldn't make it up could you? I had to buy a new battery as it seemed to charge but died under load. Looking

on the positives I am pleased with the new seats which are very comfortable.

The polybushes have made a big difference to the steering and handling being a lot more positive.

The new ethanol petrol pipes and glass filter were not fitted as the garage

said they were not in the box that i took over from Rimmers. My fault as I never checked the order before taking it over to the garage. The car has been at the garage for months and the paintwork has faded and deteriorated due to being out in the wet some of the time. I washed her today so will cut back and polish although a respray is required.

I heard of a car show taking place on the Memorial field in October some time so if it happens I hope to have two cars on display. I am still waiting to move house and have no idea what is going on. I am ready but cannot find out what is happening further down the chain, trying to downsize is hard especially for me as I hate throwing stuff away and I have a lot of stuff. Ollie called round and picked up a load of my old engineering cutters, end mills, slot drills, taper drills, reamers, taps, t bolts and clamps. I was so pleased that they will be used again as the last time I used them was in 1981.

Keep um rolling



Malc



Norfolk Northants

Norfolk

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e-mail: paultsscarnorfolk@gmail.com

Mike. 07954 784342 / 01502 476699

Paul. 07584 000442

Hi all, it was a disappointing month for all concerned who had put so much effort into arranging The Club Run to Duxford and the Fish & Chip Run but as the Government rules surrounding such events changed we were left in no position but to cancel with the most overriding consideration being the safety of our members.

Whilst I am sure that we could have maintained social distancing we are just not in a position to undertake things such as Covid risk assessments. I'm still not sure that I understand all the complexities of the new rules any more than anybody else so please accept all our apologies if you had made arrangements to attend.

As face to face meetings are no longer being undertaken we shall resort to zoom meetings once again for the foreseeable future. The first one will have already been held in October and hopefully more people will join in as time goes by but let's hope that we do not have to hold them for too long.

The next Zoom meeting will be our AGM in November and it will be held in the evening on 10th November @ 20:00. We shall keep AGM business as brief as possible with the main topics being re-election of officials. We do need to discuss how we move forward over the next year as a new meeting place will need to be found for the Norwich meet in the longer term as the Oak Tree has turned into a gastro pub with very little room for the number of members that sometime turn up on occasions. Start scouting guys and girls as pubs that can accommodate the potential numbers and have a large enough car park are at a premium.

Don't forget that we may decide to change the area logo or to update the existing and the AGM Zoom meeting will be the perfect place to share your designs.

As for my fleet it's been stationary over the summer but will be ready to spring into action next year with several European trips on the cards including Le Mans that unfortunately had to be cancelled this year. It's worthwhile remembering that we shall be post Brexit next year so ensure that all the necessary paperwork, insurance cover and European breakdown cover is in place as travel will not be as seam-

less as it has been in the recent past. Personally I'm really looking forward to the joint events over the next couple of years with the TR Register. Malvern is a great venue but returning to Stafford will be a wonderful experience for those who enjoyed some fantastic meets there in the past.

Regards.

Mike, Paul & Christina.

Northants

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Tel. 07879 491778

Hi all, At last we have had an event to attend and a good few of us in Northants jumped at the chance to attend Sywell Classic.

There were obviously less clubs on display and the attendance numbers were much lower but this made the event not only more manageable but more comfortable in the present circumstances. In previous years we have been limited



to 10 cars maximum but this year that rule was relaxed and we had 14 cars on display over the weekend. It was great to catch up with some of our members



Northern Ireland

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again. The organisers had everyone's email address for track and trace and since we have not been contacted and our local R rate has not gone crazy it seems to have gone well.

Silverstone Classic tickets are now on sale for 2021 with the proviso that if there is no public attendance the ticket can be refunded or rolled over to the next year. Given that Sywell, Truckfest and Earls Barton took place amid the reduced restrictions there is hope for events next season.

Hope to see you soon.

Cheers

Nigel

Northern Ireland

e-mail: heatheranddouglass@gmail.com

Tel. 07707 288233

September has been a quiet month for the Northern Ireland area and so it makes it even harder for me to find something to write about, especially when last month I wrote about two runs the area had. In hindsight I should have held over the Peninsula Run to this report that took place right at the

beginning of September, but there you go. Heather thinks it's a blessing though as she says nobody really wants to know that we turned left here and right there - teachers for you!

Just in case you missed my email on the matter I have added below a reply from one of our representatives from "The House on the Hill" that should be of interest to most of us. From Mr Harry Harvey MLA.

"Absolutely delighted to give you an update on the MOT exemption for vehicles of historical interest. (40-year-old) In answer to my (final) question today at Stormont the infrastructure Minister (Nichola Mallon) was able to announce that it will be coming to the House for implementation in early October. This will be its final stage".

You may not know but he had the pleasure of introducing the Minister to this scheme on her appointment back in January and brought the first question to the floor shortly after. He has continually worked to get it passed since that time but as you would appreciate Covid did bring its difficulties and delays. Hopefully by the time you read this report the necessary legislation will be in place. A big thank you to all concerned in this particularly important matter.

Those of you who were on the Peninsula run at the beginning of September, commencing at Comber, would have seen Pauls GT6 there and the



fact that I took a particular interest in it. Not only did the engine bay take my fancy, with all the additions and upgrades there, but so did the cabin area, especially the steering wheel. On his steering wheel boss, he was using an original Triumph globe badge, probably from an old hub cap, and these have now been reproduced. He got the enamel reproduction Triumph globe badge on eBay from





Northern Ireland

Northern Ireland Continues

a company called classicxcarxspares and it cost £29. There are other companies selling the same badge plus there are cheaper painted aluminium versions from the same company. The steering wheel centre the badge was attached to is one that he had 3D printed for that specific addition and I must say the combination looks well. The attached photo shows one of the reproduced badges used on the steering wheel centre on his GT6.

Further update on Jacqui is that she is slowly improving from Covid19, clearly a case of what they are now calling "Long Covid" as I understand it, and so we all hope that there will be a marked improvement in her condition in the coming weeks, if not before.

As you would appreciate things are quiet at the moment within the club area and so my mind turns to plans for the future, even whilst we are in the midst of this Covid19 pandemic. What are your views on the way ahead whilst this is all taking place? Clearly in all these matters we must take into consideration what the laws are and the local restrictions in place within Northern Ireland! Should I and Alan (H) go ahead and try and plan our annual dinner that usually takes place in the middle/tail end of February in an establishment that we are happy with and will, if still needed, have sufficient room to house us under current restrictions! The dinner is normally our first "event" of the year followed by the trunnion oiling in early April that takes place in outdoor space and shouldn't present a problem, no matter what the circumstances are.

I have already been planning our May, 2021 weekend and, at this time, I am of the opinion that it should be based in the Enniskillen area and I have already "sussed



out" an hotel and a number of places to visit and view while we are there - hopefully you will agree with my plans when it comes to decision time. What have we to look forward to in 2021? Well, we have the postponed visit to the Ulster Aviation Club, The Maze, Lisburn whenever the club deem it suitable to permit visits again. I will keep in touch with them in the interim so that we can visit as soon as the opportunity arises as a know that several club mem-

bers are keen to see what is on offer. Their heritage collection currently includes 41+ aircraft ranging from WW11 fighters through Cold War-era jets,



Shorts-designed and built aircraft as well as military helicopters and support vehicles. Truly a day to look forward to although I note that they don't open again until March after the winter break as the hangars are too cold for visitors.

Should you wish to lead or plan a run for next year or any suggestions as to what you would like to see us do please get in touch and pass on your views and thoughts to me. Our final event of the year will be on **7th Nov** as we intend holding a **Lift, Look and Lubricate Day** at the home and garage of Colin (L) at Scarva from 10am onwards to facilitate the staggered arrivals of those wishing to have their cars

checked on the lift and then, after a garden picnic lunch, a run around the Bessbrook/Markethill area in the afternoon followed by a meal at about 5pm at Sintons at Scarva. The plans are to do a morning garaging for a couple of hours in the garage, of course, that will get the trunnions oiled and other parts of our cars greased followed by the run after lunch. Like all runs you don't need to stay for the meal but, if you intend doing so, make sure Colin is aware so that he can book your place at the table. (Photo five here)



Well that's about it for this month and thankfully I will have something more interesting to report next month and, listen for it, we might get away from holding an AGM in December this year - hopefully! Take care and keep safe and please give me your thoughts and views as requested so that I (we) can plan for the year ahead.

Douglas.



Notts Peterborough

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. Unfortunately as well this Christmas there is No Christmas dinner, hope you understand the circumstances we are in. We both look forward to seeing you in 2021. Fingers crossed !

We are hoping things will be a little better in 2021. Thank you for your patience. Hope to see you all soon, stay safe.

Nigel @ Di.
X

Peterborough

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Firstly, apologies for the lack of a report last month. I (Paul) was due to submit this but then went on holiday just as the deadline loomed and I just clean forgot to send it in - slapped wrist!

Sadly, as I write, it seems that this virus is going to be around for the winter, and I think the chances of the Peterborough area meeting again this year are virtually zero.

On the TSSC AO's Facebook page the following message was very recently written by our Chairman/Gen Sec Chris Gunby:

Having consulted with CoM and reviewed the new government guidelines the TSSC advises that there will no TSSC events at this time.

The club requires all events to be conducted in accordance with applicable laws and guidelines which in practice will mean that in England no event involving more than six people from different households meeting up can take place, in Scotland no more than six people from a maximum of two households can meet up in any event.

If you decide to go to an event organised by another

organisation It is at your discretion and nothing to do with the TSSC.

The latest government missive (12th Oct) has divided the country by area, with each area being categorised as medium, high or very high risk according to the severity of localised infections. This is therefore a moving feast and we must be guided by the restrictions in place at any given time and in any given area. At the moment, our area falls in the 'medium risk' category so for the time being it's a 'Rule of Six' as before - the boys with the TR7s and TR8s are now really left out on a limb!!

Most of you will by now be aware that we recently lost a very long standing and much-loved member of our local group, when Jane Saunders sadly lost a long battle with cancer.

We all send out heartfelt condolences to Colin and his family. Doug Kendall sent in some lovely words which I think probably sum up how most of us felt about Jane:

'Jane was more than simply Colin's wife. A person in her own right, I always found that I could talk to her and not about cars, for a start! I couldn't help but feel quite touched by Colin's obvious dedication to her when he showed us the movie of his (honeymoon?) trip across the Alps, during what turned out to be one of our last club nights - for now. I couldn't help but feel that it represented a poignant moment and enjoyed the sharing of such precious memories for them both.'

Thank you, Doug K for those words - Jane will be much missed by all of us in the Peterborough Area.

Behind Closed Garage Doors

Steve Abbott has had 2 new tyres fitted to the front of his GT6 - and when the wheels came off at the garage Steve inspected and noted that for some reason a pin had worked its way out of both the L/H and R/H sides of the brake caliper's. Best to find that out then, rather than when you press the pedal and there isn't a pad in there. He's also ordered some new number plates as the others were delaminating in the sun. Not enough time to put them on yet - as he needs to buy another box of assorted non-metric holes ready for when we are out of the EU! Karen has had an operation on her arm and will be out of dish washing duties for 6 weeks. We all hope you are soon fit again Karen.

Doug Balderson has also shared his latest 'Behind Closed Garage Doors' activities

I managed to procure some cold air ducting pipe for the GT6 and at last got them fitted as the originals got lost somewhere in the strip down a few years ago. It looks a little brighter - but we'll now



Peterborough Scotland Central

Peterborough Continues

have to wait until hot weather returns next year to see if they are effective and give any benefit. They do look a bit brighter and will look even better when I get the TSSC Club Shop vented engine bay valances fitted which have been on the top shelf in the garage for a couple of years - or so! The TR4 is now running (yes running!) on fuel injection - but not without its issues and currently not driveable! There will be more for a future edition!

Important Announcements from Doug B

November is the traditional month of the Peterborough Area's AGM where your Area's Officers are elected for the next 12 months. The Covid restrictions have played havoc with all of our lives - in work, rest and play. Possibly it is best that we defer the AGM to a period where we can kickstart the resumption of our monthly meetings and be positive that we can offer a safe environment to all Members - established, new and prospective - in which to meet and discuss Triumph motoring matters.

Following on from the previous paragraph I have been one of your Area Organisers for quite a few years now and when we are able to meet again I am sure it will be in a slightly different format - and to which degree I believe it is time for someone else to help Paul, Charlie and Steve take the TSSC Peterborough Area forward into this new era. We have managed to build up a small buffer fund over the years with the raffle money regularly buying a bit of dried bread and cheese and the odd prize - and I appreciate that some of these prizes were regarded as booby prizes but it has always been in good heart. These monies will allow some expenditure when the government allows the TSSC to safely meet and greet again properly - post-Covid. We have also supported the Sue Ryder charity and the MacMillan Nurses from the monies taken for our Christmas Meal Gathering Raffles. You will have read my regular postulations and no doubt there are quite a few of you who will welcome new and refreshing thoughts and activities from inside and outside our Area. Please give Paul, Charlie and Steve your support as we are all volunteers - and as TSSC Member volunteers we need to support our Area Officers with information, help with articles and at shows, etc. Remember from small acorns do BIG strong oak trees grow. Thank you for your support over the years - and Steph and I hope to meet up with you all again soon.

...and from Paul L

I would personally like to thank Doug for all he has done to help steer the Peterborough area for the best part of 20 years! We took on the job of joint area organisers together around 2001 (I believe), and we have both been in post ever since. I hope in that time we have developed the group in a positive way and Doug has certainly played a huge role in this and should be proud of all he has achieved. Which brings me onto my position. Last year we brought Charlie on board to shadow Doug and myself, with a view to him taking on a joint AO role. I hope this will be ratified when we eventually get to have our AGM. I am happy to continue in the joint AO position and will work with Charlie for the time being. However, I too feel it is time for me to move on and let some new blood come in to help move the group to another level. So, assuming we have our deferred AGM in the spring, I will stand again as joint AO and if elected will continue in the role until the November 2021 AGM. Thereafter I too intend to stand down and I hope that someone else will be prepared to take on the role and to assist Charlie with the running of the group. It really isn't that ominous and can even be good fun! Please give this some serious thought.

That is all for this month. Please, please let us know what you have been up to Triumph-wise during the past months. I'd love to say that I have sorted the Vitesse out but alas I still haven't! Hopefully some of you will have more positive or constructive tales to share with us. Until next month

All the best

Paul & Doug

Scotland Central

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Not much to report this month with so little activity or contact with members. Cancellations continue to



Somerset Southern

blight the classic car scene and now we are at the end of the season, so much for 2020.

All we can do now is look forward to 2021 in the hope things will be better.

On that note, there is a proposal to have a Scottish Triumph Event next year separate from the Bo'ness Revival Event. The thoughts coming from Cliff McKinnon, who has organised the Bo'ness Revival for the past years, are to have a weekend type event with a Saturday Road Tour, Saturday Night Dinner, plus all the usual type features such as Best Car, Carkhana, Arena on a weekend in June 2021. He is proposing that it would be an entrant-based event, not a 'Show' for the general public. We will keep you informed as ideas develop but bear in mind that this is a proposal and not a given.

We need to start to think about our 2020 AGM. Obviously baring some miracle this will have to be done remotely and on a web based platform. We are currently looking into how best to achieve that. Current thinking is to use Facebook Live to present the past year and outlook for the 2021 session. Member input would have to be by messages during the Facebook Live presentation. Perhaps there would be an opportunity to vote during or after the presentation. Especially important because we need to elect new Area Organisers. Timing of the AGM is likely to be early December. Watch out for an announcement on our Facebook page. Apologies to all non-Facebook users but information will be in next month's report, although that will be relatively short notice. Perhaps those on Facebook would pass the information on to others.

We need names of folk willing to take on the Area Organiser roles for 2021. Please get you names to me ASAP if you are interested or would like to discuss with me.

Colin

Somerset

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Hi all. We hope you are keeping well in these challenging times!

Looking back to last year, we would have been days away from the Restoration Show at the Bath and West Showground. After a little scare when we were misinformed about the size of the stand, we managed to fit 6 cars on in total. Pete brought along Olive the Herald. Denise and Alan won a rosette for their lovely Vitesse. We also had Austin's Vitesse,



Scott's Spitfire Mk IV and Eric's 1500 Spitfire and Maggie's freshly restored Mk3 spit. Sadly this year as expected the event will not be going ahead, however it does give us plenty of time to come up with a theme for the stand in 2021!

Things have been rather quiet here in Somerset in the past month due to the restrictions.

Some of our members have been getting in those last minute drives before the winter really sets in. Alan and Denise have been out and about in the Mendips with their Vitesse. Steve has put his mk3 spit away for the winter and Harry is yet to return the sill repair he started at the end of August..

We would love to hear about any winter projects you are about to embark on. Remember, if you run into any issues there is a huge amount of knowledge in our area and if you have a problem we can bring it up for discussion at one of our monthly meets or put you in touch with a local member who may be able to help.

As we have done in previous months we will continue to hold our monthly Zoom meetings. Each month we email out the details of the upcoming meeting. If you are not receiving these emails, give either one of us a shout.

All the best,

Harry & Maggie

Southern

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Hi all, I hope you are all keeping safe.

Dick emailed me to say he had been to the TSSC picnic at Duxford, That is certainly a good run out for a day. He says,

"I braved the M25 and went to the Triumph gathering up at Duxford, sure there will be photos etc from others. Good run up and back, 280 mile round



Southern North Staffs - Suffolk

Southern Continues



trip and the GT6 performed fine with no problems, although several others had issues of varying significance. It is a great venue with lots to see, but it was cold and with the wind chill on top required more than a jumper to stay warm".

Thanks Dick.

Dave Moore and myself have been busy, rebuilding the front end of Jackie's car after a little mishap with a concrete pillar in the Q.A hospital so not had a lot of time with the Vitesse.

Saying that Jackie and I did have a nice run out to Andover a few weeks back in the Vitesse to visit my daughter. We went via the scenic route, not just the A34 and 303. On the way up we spotted a lovely Healey 3000 (white over silver) parked up in a lay by, who gave us a wave. Then on the way home at Bramdean a white TR4 gave us a flash and the more I have been out in the vitesse, the more I am loving the MGTf seats I fitted. Sooooo comfy.

I spoke to Mike recently about meetings and a 2021 calendar. We both came to the conclusion that official meetings won't take place until into next year. As for the calendar, I have only a few pictures to put in and as we won't be meeting until well after the New Year there didn't seem any point in having one produced.

That's all for now folks.

Stay safe

Mark

North Staffs

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Hi All. Can you believe Christmas is only about a month away? I think it's going to be a very strange Christmas this year unless there is a sudden change and the Covid Virus disappears which is very unlikely.

Enough doom & gloom, last month a few of us managed to have a lovely day at the Statfold Road & Rail Festival the weather was perfect lots of differ-



ent types of vehicles to see, including steam engines along with some interesting trade stalls.

The venue had great facilities and an interesting museum of railway history, with displays of railway steam engines and carriages.

Throughout the day they were running rides on the track with a variety of engines plus an old tram that had been converted to run on battery power, I have posted a number of photos on the area website to look at.

With the latest rules around the virus and following the club's advice on meetings, the area will not be holding any meetings for the foreseeable future.

For the time being no events will be arranged as members have indicated from the email sent out that they are not interested in any meetups at the moment, so let's hope that next year we can all get together again.

So until we meet again take care but do get out in your Triumph. Best wishes

Dave

Suffolk

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Hi all. So the new restrictions on pub attendance has made it difficult to have meetings, especially now it's dark and cold, but I still have a few snippets of news to report.

Colin and I went to Duxford for the show on 27th September. It was a chance for me to put some miles on the 2000 now I've fitted the reconditioned cylinder head. I must say, I'm really impressed with Ivor Searle's work and full marks to the Club Shop for a great service. The car has never run so smoothly in the 17 years I've had it, so I just need to do about another 300 before torquing it down again. It was a good day out, despite the bitter cold, thankfully Duxford have plenty of indoor exhibits.

Chris reports a little more progress has been made



Surrey West Sussex

on his cars, as he now has the engine running on the Signal Red CP TR6 and it is full steam ahead to it being finished soon. Just a few more electrical issues, hydraulics and interior to be finished off.

Steady progress has been made on Brian's Signal Red Stag and the engine and gearbox are ready to go in, all suspension has been re-built, re-bushed with Polybushes and the car is almost back on all four wheels after a 7 year rest on the rotisserie!

Lindsay is making slow progress on his Signal Red TR4a and it is still waiting the completion of its full engine re-build. As soon as that is finished and put back in the car, some serious progress can be made and all being well he may get it running by the end of this year. Fingers crossed anyway.

It seems the current on-trend colour for anyone working on a car in Felixstowe is Signal Red. Anyhow, depending on the current restrictions, hopefully we can meet on the **3rd November**.

Russell

Surrey

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Greetings all, welcome back to lock down two. Since the great break in at Moss we have actually managed to get away and travel to the distant climes of Billingshurst in West Sussex. We were planning to stay in the 5 Star Grand Hotel but they were full so we camped instead. Some had finer tents than others, some older caravans but all offered that reassurance if the rains fell over Africa. Well Paul's beach sun protector tent was a brave effort but at least didn't take up too much space!

Martin and Caroline's vintage caravan towed by the rather smart 2000 with fab paint job was great fun and I am sure E and M love it. We had a good meal in the bowels of a nearby pub and then headed back to the confines of Karen's van and studied the stars through fine port and cheese.

I now know what Jupiter looks like although am unlikely ever to get there. We had a minor mishap on a road junction and I hope the TR6 is looking better and all's well on that front, sorry you missed the evening mate. The weather was good to us and we trundled off to Goodwood via three different directions ably led by me with little clue as to the route, but we arrived to an empty event (spectators wise) but brilliant for us. Racing Ferrari's and Porsches, Spitfires and Douglas Bader.

Lots of expensive cars and rich people (us) and of

course the many drivers and visitors. Enjoyed as much as the revival but spent no money and filled with quality 5 star from Tesco's. Great drive back to London and the home counties via side roads and no traffic lights.

Botley was also a blast with a top turn out although I had to be reminded by dad and was heading off on two wheels when the call came through.

I suppose the next Botley will be tricky if only 6 people can meet, we will see. Car wise all ok, Paul had an issue with gearbox oil, but is now using radio active plutonium jelly which is expensive but seems to work.

I gather the Well House was alright (half price grub) and of course we made the pub near Reigate the previous month which had a good turn out and some new friends.

At time of writing the weather is excellent (October?) so should be doing some drive outs until they ban the sale of petrol. Jeremy and I had a good spin out to Tun Wells and beyond and enjoyed a good meal in the The Hatch pub in a field.

Anyway folks, not sure when we three shall meet again, but when the hurly burleys done hopefully we can all enjoy a beer. Stop breathing and stay safe, all the best

cliff

Stop press; news from the Epsom crew, Will managed to loose an exhaust pipe on the way to work, no idea if it fell off or was stolen by footpads, any way all will be revealed when we next meet in the darkness of October.

West Sussex

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After a brief respite allowed us one hastily convened, but poorly attended Area meeting during August, September saw a return to no Area meetings, as they fell victim to renewed Covid-19 restrictions.

Luckily, I learned that Glen and Paul were meeting up, following what seemed to have been one of Glen's "flying doctor" roles this month (see below) and elected to join them. In the end, Glen's son Joseph also joined us, making it a private, socially distanced, private gathering of 4 people, so well within any interpretation of the "rule of six". It also turned out to be the first (and probably last) time this year that the George and Dragon was graced

West Sussex Continues

by the presence of 2 Triumphs of an evening, thanks to Glen's Vitesse and Joseph's Spitfire.

A week or two earlier, Paul had reported that Glen was "a magician". Paul's Herald had developed a mysterious fuel/starting problem and, following a plea for someone to take a look at it and to get it set up properly again, Glen drove over and soon reported that it was "sorted, though the fuel pump still leaks so a new one is in order. The points were a bit closed up too." By the time we met, Paul had sourced the new fuel pump from Fitchetts and was expecting to fit it soon after.



Glen repeated his "flying doctor" role later in the month - this time for Jess's Vitesse engined 13/60 convertible - and earned another title to go with "magician" - that of "knight in shining armour". Glen reported "We managed to diagnose that the front carb wasn't working over the phone on Saturday, also that the cause was not the diaphragm as Jess was able to check that. Further investigation required a site visit and we found there was only a dribble of petrol in the float bowl. The cause was a small piece of rubber blocking the needle valve, so the fix was cheap and easy. The piece of rubber had come from the inside of a fuel hose which had degraded due to ethanol presumably, the hose was rated R6 which is not ethanol resistant. We swapped the hose out for a new piece of unknown spec. so that will be replaced with pukka stuff when available"



A valuable hose lesson for all of us full of good intent, but still running old hoses!

There was a little more to it as Jess's car also needs a new float as the old one leaks and has petrol inside it. She asked for advice on the TSSC Facebook page, was pleased with the useful responses and - as September draws to an end - the parts have arrived, ready for October fitting. As that is down to Jess and Glen - who are probably my most consistent news sources - I am confident that it will be

done and that I will also have at least one story for the December Courier!

As well as helping other West Sussex members with their problems, Glen continued the work on his 2.5 Vitesse and "replaced its leaky 3.89:1 ratio differential for a hopefully leak free 3.63:1 that came out of son Joseph's Spitfire due to it being noisy. The higher ratio will make cruising more comfortable by reducing engine revs.

Clive of the East Sussex area had borrowed it for a while so I asked him to get his (our) mate Pete to rebuild it, and a lovely job he did too. He even fitted a drain plug.



So now I have a rebuilt gearbox, overdrive and diff. Happy days"

Although it was too dark to take a proper look at it on the night, Joseph assured us that a nasty mark on the bonnet of his



Spitfire would be getting his attention soon. In the absence of a contemporary picture, he did dig one up that shows the offending Spa rally plaque on his Spitfire, at Spa, with Glen's Vitesse behind.

Just when it seemed that the saga of Jess's hood was truly endless, it seems to have ended and now looks very smart, in pictures showing its return from the trimmers, just prior to Glen's visit, reported above Jess writes: "This is the third time this year



my car has travelled without using her own wheels, i.e., on the back of a trailer or low loader..not bad for a Lockdown situation...

Forgetting mechanical issues for now and just talking hood, I now have a lovely new mohair hood, I tried to be clever and organise myself to get a hood

North Wales

with longer sides behind the B posts to keep the wet out, my advice is don't do this, after a fair bit of confusion, let down, lockdown and heartache eventually 10 months later the job is done, fitted by Car-Trim in Haywards Heath whom did a great job".

Although many have failed to get their Triumphs out to many events this year, Barry certainly succeeded this month. Having changed the fan belt - which he assures us was at least 15 years old - he took part in the annual TAP rally around Surrey and Sussex. This is the third time he's taken part, this



year covering 134 problem free miles, in what sounds like an event for the diary for next year - and future years!

Barry Reported: We started from just outside Goodwood along with 75 other cars ranging from minis and imps up to BMW i8. Only one other Triumph - a Dolly Sprint.

We travelled through the back lanes of Sussex (really badly maintained) to our lunch stop at Gatwick Aviation Museum. Some really interesting military planes, mainly early jets.

From there we went to Coverwood Lakes which is a large farm with some large lakes which opens for the national garden scheme. This was the first time they had had anything like us visiting them. We had a cream tea there.

From here it was a convoluted route to the top of Bury Hill on the A29 to another estate where we were provided with a hog roast. All in all just over 100 miles all organised by the Bognor Regis Motor Club and this was the 10th year.

Really enjoyable day.

Although we don't know when we'll be able to get Area Meetings started again, I'll still pop the next few months dates in, just in case! As the time approaches, keep an eye on social media for national TSSC guidance and for our local announcements (@tsscwestsussex)

Fingers crossed for these meetings, all at the George and Dragon, on: December 16, January 20, February 17, March 17.

Can't promise lots of Triumphs at that time of year - although Joseph did turn up in his Spitfire last January! Keep safe - on and off the road

John

North Wales

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Hi, everyone. We have actually been on a run as the Weaver Wander took place on Saturday 12th September. It was an early start to meet at Nantwich Football Club Grounds and collect our instructions for the 50 mile

route on "B&C" class roads, a really pleasant drive finishing at Hankelow Hall. This venue is a very attractive setting to meet with our M.G. and Triumph group of friends and have our picnics, all at social distance, of course.

M.G. Phil won the raffle prize, and what a big selection of items were in the hamper! Because our Triumphs are still "in dock" with over-inflated tyres and protected chrome we used our XK8 4.2L, which was very nice:- by the end of the day we had done a fair bit of travelling and clocked up some mileage. But what a good day, lovely to see our friends and have a proper natter.

So, that is, once again, all for now. We shall all have to wait and see what the future brings for classic cars and owners, but let's remain positive, it will get better. Don't forget that you can always contact us either by telephone or e-mail.

Take care, everybody, and stay safe.

Regards,

Helena and Roger.



Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

South Wales

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South Wales is looking a lot smaller this month as we can now only drive to the county boundary, great if you live in the more rural sheep infested green bits with roads that used to occasionally see a Spit or TR.

My plea for club news seemed to fall on deaf ears apart from the loyal few of club members who keep in touch in these days of lack of club activities, not surprising however as activities are scarce. Bern has been working away at his unit putting Glenn's spitfire back together after its new paint job and extensive rebuild at Rocket Dog Restorations, the replica GRP GT6 bonnet looks fantastic and it looks the part being the only one I have seen that looks original and fits properly, if you are going for the GT6 convertible spec.

Charlie also contacted me to let me know that his 1500 spitfire had finally cranked into life after Bern had rebuilt the engine from the collection of random parts that had been rattling around in the block from the previous owners attempt at correct assembly. You may remember previously that Charlie's car had been supplied with an engine which would have qualified for a ventilator, the compression readings and other vital signs being non-existent prior to Bern working his magic with a full engine rebuild. Charlie sent me a video of the start-up followed by a tale of woe where the wiring loom around the wiper motor had tried to catch fire as a result of a rogue wire being connected to the hot side of the battery.

Hopefully not too much damage was done as these are the of errors can end up costing a complete wiring loom as Crazy George found out when he toasted his Herald loom by assuming that all connections behind the dash do the same thing and a car battery does not have the power of the average welder if red is connected to black.

The Spit fuse box seems to be prone to corrosion or oxidation and I replaced my own about 2 or 3 years ago for this reason with an aftermarket unit which I tried to keep the original factory look. Over the past few weeks I have kept myself busy by reupholstering my Stag front seats which to be honest

were looking very second rate having been in storage for 20 years. I inspected them and decided to spend the money on new covers from Aldridge and new foams all round for the bases and the seat backs. I am lucky enough to have a large table bench to work at in my garage so space was made and the seat bases were separated from the seat backs and marked up left and right and I started to dismantle each in turn.

I photographed the process as each item was removed and

found that after all the spring clips are prized off and the rather generous layers of 70's grade contact adhesive is removed the seat cover and old foam will separate from the base frame.

The seat webbing had seen better days and as I was replacing the webbing with the later Mk2 seat rubber diaphragms these could be removed and binned.

Light surface rust seemed to be the issue so I spent some

time cleaning the seat frames up with my rotary wire brush and gave the seat frames a coat of spray primer followed by a coat of satin black paint. The seat base frames looked almost new and I tackled fitting the seat rubber diaphragms which are a straight replacement apart from the rear edge





Wessex

where a couple of 3mm holes need to be drilled in the seat frame to allow the clips to line up correctly.

The seat base foams are handed as are the seat base covers so attention must be paid to what foam and cover goes with which seat frame at this stage of reassembly. I trial fitted the foam base and realised that a better approach is to fit the foam base into the seat cover as there are a row of tension straps which shape the seat base which have to be fed through the base foam to later attach with clips to the seat frame.

At this stage it becomes apparent that not all seat covers are created equal and a bit of warming with a hairdryer and pulling and hauling in various directions eventually will line up the seat cover and foam to a position which will meet the seat base frame attachment points for the many clips. This is where your previous photographs come in handy. The afore mentioned tension straps are attached first and it helps if you mark the amount to tension or length by referencing the covers which were removed. Fabric chalk or china graph pencil is handy to do this as the strap fabric is black.

I decided that the most important reference for the seat base is the piping line along the front edge. To position this correctly requires the tension on the vinyl to be just right along the front face of the seat base before final clipping. I used spring clamps to allow this to be varied to get the position correct and it is worth taking your time here to get a good result. The sides are tensioned and clipped in the same way making sure the curves of the base are followed without creasing the vinyl. I left the seat base at this stage to let the materials settle for a day or so and then clipped and glued the corners using heavy duty contact adhesive from Alpha Thixofix.

I was very pleased with the result and recon I must have saved a few quid in the process as I recently saw a pair of Stag seats fully restored for a grand. I will write up the process for doing the seat backs maybe for next month. Anyway enough wittering for now and hopefully by this time next month the

light at the end of the tunnel will not be an express train coming our way.

Al

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I have actually got something to report! We, that is, the Wessex area achieved our first and probably last run of 2020! Trevor's run was a previous New Forest Run from 2007, parts of which are now only suitable for a small number of cars, so it was limited to our own members, so that we could have at least one socially distanced meeting this year. Starting & finishing at Avon Park on Sunday 13th September, only one day before the



government's new lockdown measures. The weather was brilliant and the route Trevor had chosen was relatively free of traffic, being off the beaten track, however, when we arrived at the finish, Avon Park, there was a queue for the car park. After a bit of debating,





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Wessex Continues

some decided to set up their picnic in the lorry/coach park (more picturesque than it sounds!), while the rest of us took up the kind offer from George & Pauline to go back to their place and have our picnics in their very large back garden. Our convoy consisted of three Stags, two Spitfires, two GT6's, one Herald, a Silver Cross, a Corvette and bringing up the rear, a Volvo convertible, almost a classic in its own right. If my maths is correct, that was eleven cars, which made it a manageable convoy for keeping us all together and not being an inconvenience to other road users. The route was one of the best, taking in Moyles Court, Gorley, Breamore House, Whitsbury, Broadchalke, Ebbesbourne Wake, Sixpenny Handley, Gussage All Saints, with views over the downs and tree lined, for want of a better phrase tunnels.

Followed the next weekend by Beaulieu's Simply Classics, with limited numbers attending. Alan didn't quite make it there, thanks' to a drink/drug



driver who rearranged the front end on Alan's GT6! Hopefully it is all superficial and can be easily repaired. Oh, yes! Fran & Alan were ok! Thought I better mention that, let's get our priorities right!

I am afraid I do not have any better news about the Classic Cars On The Proms (CCOTP), although it is not all bad news! As I reported last month, the present committee has decided to stand down, all of whom have done many years service to keep this event on track. So from the 27th September, the CCOTP will be no more. For the foreseeable future it has been resurrected as Classic Cars On The Farm (CCOTF), but as it is still being run by mainly the same people, for how long? Also it is not such an attractive location, but then it was nigh impossible

to find a venue as perfect as Bournemouth seafront! It is hoped that Christchurch Quay will still be possible, but again it relies on volunteers. The cut off date for entrants has been brought forward to the year 2000, so that might encourage some new younger blood. All we can do is hope that when the reality hits home next year, Classics on the Proms might be resurrected in some form.

I did predict last month that the monthly meet might be out of our hands, how true that was. The last meeting was cancelled and endorsed by head office. It looks like there will not be any improvement in the near future, so do we wish you Christmas & New Year greetings now, or do we wait in anticipation?

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

Martin



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