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THE COURIER NUMBER 486 DECEMBER 2020 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 486 DECEMBER 2020



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 December 2020

COURIER

Price £3.50 Free to Club Members.

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Cover Shot



IS TO DO MORE **WITH**
OUR TRIUMPHS!
LIKE TSSC NORFOLK AREA
PICTURE FROM PAUL GIRLING

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

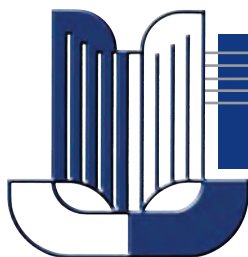
Courier Copy By 8th of Each Month

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

THE GET OUT

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TSSC HQ Services

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

TSSC Head Quarters is

CLOSED to Visitors until Further Notice

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

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TSSC ACCOUNTS

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e-mail: trudi@tssc.org.uk Tel: 01858 434424

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

2021 meetings:

24th Jan

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

2020 the Year that Was'nt

December will be up on us by the time this Courier hits your doorstep, it has been quite a year for all the wrong reasons for The TSSC and the classic car world at large.

Covid 19 managed to get in ahead of the show season in March and Com (the TSSC council of management) had some big decisions to make.

Even though our event calendar got cancelled, our local areas made the most of what we were allowed to do before Government advice finally stopped us all meeting.

Firstly I would like to thank all of my fellow council members for what has been the toughest year for our Club probably ever, the late night Zoom meetings and telephone conferences didn't seem to end, we can look back on this year and know that we put the safety of our members first and foremost.

Secondly I would like to thank ALL the membership of our great club who rather than do nothing took to social media, our website, the Club's forum as well as to the garage to make the most of being a member in 2020.

The most incredible amount of work has been done on peoples cars during lock down, it is quite amazing the standard of workmanship people are achieving on every sort of Triumph, it will be fantastic to see them all when we are eventually allowed to go to events again.

This year we have had more Feedback from the membership than ever before, with people getting involved in our great club to move it forward in any way they can, it has been rather humbling.

Lastly but by no means least we need to say a big thank you to all the staff at HQ for keeping the mother ship sailing forward. Without our team at HQ it would have been impossible to bring you the Courier on time, some editions were produced on Bernard's kitchen table this year!

To Angie who looked after the Shop during lock down and made sure everybody had their orders delivered to make those projects come alive, as well as looking after all our membership questions.

Trudi for paying the bills and making sure her office ran well and also to John for doing all the other jobs that need doing at HQ.

We have taken to opportunity to do a lot of maintenance at HQ this year, with no visitors allowed presently, it was the perfect time to get painting, cleaning and making the place look like it should, I think you all will notice the difference on your next visit.

We are all hoping that 2021 will be a better year for all of us with events restarting and the opportunity for us all to meet up and enjoy what being in a club is all about.

Please stay safe and have a great festive period, I look forward to seeing you all out and about next year at a TSSC event near you.

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



BY CHRIS GUNBY

TSSC CHAIRMAN/GENERAL SECRETARY



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



March 2021

FRI/SAT/SUN AUGUST 20

RESTORATION SHOW NEC -

POSTPONED TILL MARCH 2021

Ticket Options

www.necrestorationshow.com/faqs

July /August 2021

FRI 30 SAT 31 JULY / SUN 1 AUGUST

SILVERSTONE CLASSIC 2021

www.silverstoneclassic.com

Booking Code 2020CCD006

Insurance Valuations

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

So all Valuations will be done via **E-mail**.

Valuation Forms Available here:

www.tssc.org.uk/tssc/uploaded_files/TSSC%20Panel%20Valuation%2020%20_0.pdf

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

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Date of Birth: _____ *Membership No.: _____ Expiry Date: _____
Address (including Post Code): _____ Post Code: _____
Daytime Tel. No.: _____ Evening Tel. No.: _____
Fax No.: _____ E-mail: _____
*Must be completed with current TSSC membership number and expiry date to validate certificate.

VEHICLE DETAILS

Model	Reg Number	Body Type	Engine Size	V5C / V6C	Year of Manufacture	Year of Purchase	Recorded Mileage at date of first valuation	Date of purchase	Purchase Price

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

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

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

A1: The vehicle must meet A1: TOP CLASS and with this offer to be considered to be Concours.

A2: The vehicle must be in a condition suitable for regular use with no major faults or damage to the bodywork or chassis.

A3: The vehicle must be in a condition suitable for regular use with no major faults or damage to the bodywork or chassis.

A4: The vehicle must be in a condition suitable for regular use with no major faults or damage to the bodywork or chassis.

A5: The vehicle must be in a condition suitable for regular use with no major faults or damage to the bodywork or chassis.

A6: The vehicle must be in a condition suitable for regular use with no major faults or damage to the bodywork or chassis.

A7: The vehicle must be in a condition suitable for regular use with no major faults or damage to the bodywork or chassis.

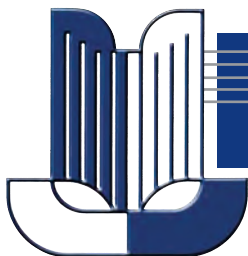
A8: The vehicle must be in a condition suitable for regular use with no major faults or damage to the bodywork or chassis.

A9: The vehicle must be in a condition suitable for regular use with no major faults or damage to the bodywork or chassis.

A10: The vehicle must be in a condition suitable for regular use with no major faults or damage to the bodywork or chassis.

A11: The vehicle must be in a condition suitable for regular use with no major faults or damage to the bodywork or chassis.

A12: The vehicle must be in a condition suitable for regular use with no major faults or damage to the bodywork or chassis.



NEWS REVIEW

Monthly News of a Triumph Nature

TSSC AGM 2020

The TSSC Annual general meeting was held on Sunday the 18th of October 2020 (via Zoom for the first time) at 1pm.

With Covid 19 making it impossible for the Club to hold our AGM at HQ in Lubenham, the Council of Management (COM) decided that we would try a virtual Zoom meeting.

We have had good positive feedback from members who attended the virtual AGM from as far away as Melbourne, Australia, and even a cross channel ferry!

Looking forward next year the TSSC hope to be able to once again host the AGM from HQ but we will be repeating the use of Zoom again to get more of our membership involved in what is an important meeting for our Club.

The Minutes of the AGM 2020 are now available to read on the TSSC website. www.tssc.org.uk on the "Club" page in the Downloads section

Chris Gunby

TSSC Chairman/General Secretary

Val Lemmis Spitfire

A few weeks ago I received a message from HQ, please could I call one of our members about a Spitfire, I duly rang **Colin Lemmis** one of our overseas members who lives near Bordeaux in France.

Colin began to tell me about the Mk3 Spitfire that he purchased for his wife in 1970 and how sadly his wife Val had passed away and that he would like to donate the Spitfire to the TSSC in her memory.

I will leave the full story for Colin to tell in a future Courier with the help of

our Early Spitfire reg sec Suzie Singleton. (See *this months Register*, page 8 - Ed.)

A huge thank you to Colin for thinking of the TSSC to look after a very special vehicle, we have plans for it but all will be revealed at a later date.

Chris Gunby
TSSC Chairman



The late John Cudmore - TSSC ambassador extraordinaire

If there is ever to be an award for the most devoted, most loyal, most enthusiastic member of the Triumph Sports Six Club, then for me it would have to go to the late John Cudmore. And he's just managed to surprise us all again. More later.

This is me with John (Right) and his cherished MkII Vitesse Convertible, outside the Care Home where he spent his final years.

But John first joined the Club when it was in it's infancy in 1978 along with his wife Pam.

John soon established the Oxford Area which was to become one of the most active Areas in the Club at that time. For those that remember those days, they used to meet at The Grapes in Yarnton, Oxford. John became an active member of the Management Committee and was a great support to me during my time as Club President.

Anyone who knew John will confirm he had TSSC running through his blood. He always put the TSSC first and was an ambassador extraordinaire.

John regrettably passed away a few years ago now but amazingly his influence still lives on. The Club has just learnt that dear old John has bequeathed a very large amount of money to the Club. Amazing. What a surprise.

The onus is now on the Council of Management to ensure these funds somehow continue to acknowledge the extraordinary contribution this person has made to the Club and its well-being over 40 odd years.

John M Griffiths
TSSC President 1981- 1991





Spitfire Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org.

Lemmis Family "Spitty"

Some of you may have spotted a snippet on the Club Facebook page of a French registered Spitfire. If you haven't I'll include some of the photos shortly but what I will also do is go back to the beginning of this story.

The first time I heard from Colin Lemmis was in 2008 when he contacted me to ask if I would like an article about their Mk3 Spitfire.

They were obviously kept busy as I next heard from Colin in 2011 when he put together the whole story to date which I was able to serialise over 3 issues of the Courier from January to March 2012. To read these in full you can download the Couriers in question from www.tssc.org.uk/tssc/courier.asp. This is a great archive to dip into, particularly for newer members.

But, I digress.

Colin and Val lived in Kent and, needing a second car, in September 1981 Colin bought "a 1969 Mk 3 Spitfire in various shades of red and with some evidence of cosmetic surgery but I thought that if it lasts her for a year or so it will be worth it. I drove it home and parked the little Triumph on the drive and waited for my wife to come home. She loved it straight away and so started our long association with Triumphs."

It was her daily form of transport for about three years but



by then the car was needing some attention so in early 1985 he joined the TSSC. *"Those were the days when the Courier was in black and white and lesser quality paper but I must say that it gave me a lot of information and of course lots of motivation. The car was pushed into our garage, a workshop manual was purchased and work commenced."*

It soon became clear that the car needed more than just a quick fix but Colin rebuilt the engine himself.

"Always the worst moment after a rebuild is wondering whether everything has been put back in its right place before trying to start the engine. After a few tense moments of turning the key the engine started and lo and behold there was no more black smoke and no more sounding like it was full of nails. The tappets were adjusted and the timing was reset with the aid of a strobe - it sounded wonderful."

He then turned to the bodywork, replacing several panels having learned to MIG weld. *"I decided, after reading an article on how to repaint your vehicle using aerosol cans, to have a go at re-spraying all of the visible outside bits myself. So 40 cans of No. 32 Triumph Red were purchased and after a couple of weeks of preparation and rubbing down the paint was applied. It wasn't a professional job but at least it was all the same colour now and a bit shinier than before."*

Our Spitfire was in daily use up until 1990 and it was in this year that I was offered redundancy and a pension from my job on a na-

tional newspaper. It was always our intention that if the opportunity arose that we would move to the South West of France and start a new life. The Spitfire would have to come with us as we knew that the three of us couldn't be separated and would love the traffic free open roads in a warm and sunny climate."

In 1991 the car was professionally resprayed by a friend as and when time allowed. By June 1993 when Colin and Val were ready to move to France "we were worried that our Spitty would not be ready. All the paint work was completed but the panels were not aligned up properly but weren't too bad a fit. We decided that after being off the road for nearly two years it would be a bit foolhardy to risk driving her down to the South west of France without being recommissioned so she was carefully put into the back of the removal lorry to have a leisurely trip south. On our arrival Spitty was unloaded and put into temporary store so as I could get at her and get

quired farmhouse ready to be worked on - and that is where she stayed for the next seventeen years, abandoned but never completely forgotten."

When the car was unearthed all those years later and "unceremoniously dragged out backwards with flat tyres and several layers of dust and cobwebs into the French sunshine" they were pleased to discover that



after a T-cut and polish the bodywork was still good.

The car was recommissioned with a lot of new parts fitted and further work done to acclimatise the car better to its surroundings. It was then necessary to re-register the car in France and put it in for its MoT. "Now the M.O.T. in France is nowhere as strict as in England and is for two years and if you have a "vehicle de collection" it is every four years. They are very sympathetic to older cars and accept that they don't come up to modern day standards as in the case of our rear hand brake and a slightly higher pollution reading. We passed the M.O.T.



her on the road as soon as possible as the glorious French summer had started.

She was given four new chrome wire wheels and tyres and she did look great and got lot of admiring glances and comments, unfortunately the glorious summer was too glorious and Spitty was experiencing overheating problems. We limped through to the Autumn and decided that heat shields, a bigger radiator and insulating the exhaust manifold might solve the problem so Spitty was driven into the barn of our newly ac-



and have had a super summer cruising around the French countryside with our local car club."

That was the last I had heard of the car, until one evening recently when I had a call from **Chris Gunby** about it.

Sadly, Val has since died, but Colin having discussed it with his children who do not share his and Val's love for the Spitfire, has decided to donate this much loved car to the TSSC.



Drop off at Lubenham HQ



Pick up in France



New Home at TSSC

Colin and Val, but as the cost of owning and insuring the cars these days can be too expensive, this is an excellent way of introducing new blood to the Classic Car World.

And finally, the Festive season is going to be a much quieter time this year but there seems to be one place in Britain where it is always

I understand that the current plan is to use the car for the Classic Car Loan Scheme.

<http://classiccarloanproject.co.uk/>

'The aim of the project is to encourage the next generation of classic car owners by giving younger drivers the use of a classic car for up to a year as an extended driving experience. Older drivers are not discouraged from applying as this age group may be better placed to take up classic car motoring.'

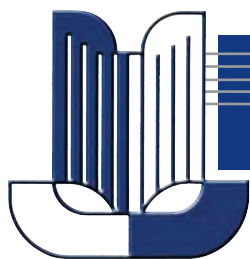
Now many of us originally bought our cars as 'young members' and everyday cars much as



Christmas – Christmas Pie Avenue in Flexford, near Guildford.

It only remains for me to wish everyone a Merry Christmas and my hope that the New Year will prove to be a much better one than this one for everyone.

Suzie



Insurance Panel

Triumph Sports Six Club

NEW TSSC Initiative



Accompanied 'Young TSSC Member' Car Insurance

classicline*
INSURANCE

Following on from a number of conversations that TSSC Director Nigel Hill has had with one of our insurer panel members ClassicLine, 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 insurers that are on ClassicLine's insurer panel 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 an average cost 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 is only available with one of ClassicLine's insurer panel 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 certain insurer 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 on 01455 639000.**

The Best of the Best?

I am indebted to my good friend Chris Bird for the information nugget that set me off on a subject for this month's register column.

Chris lives in the charming Dorset village of Osmington, famous for its white horse, and long-term readers may recognise the name, as his JC Midge, which is even more charming than Osmington, has appeared in this column a few times over the years.

The nugget was a link to a car for sale. The car is with a classic car dealer in Jersey, Le Riche Automobile Restorers, and is, you've guessed, a TSSC special. The website is somewhat unsophisticated I have to say, and I get the feeling that "cars for sale" are left on the site indefinitely, though I could be wrong. The dealer calls the car a 1968 Triumph Sports Special, and this is his full blurb:

"Built by a highly skilled helicopter engineer, commenced in 1999 and completed five years later. The English wheel used was from Westlands in Somerset, prior to that it was a

wheeling machine used to make WW2 Spitfires. The under pinings of this Special are a 1968 Triumph Spitfire Mk3.

A very well made motor car that has styling lines similar to the pre war and early post war era single-seater race cars. The attention to detail in the coachwork is superb, and it is UK road legal (during daylight hours). It even caught the eye of the late Sterling (sic) Moss who saw the car exhibited on the TSSC Stand

Martin Harcourt Special



at the NEC Classic show in 2017 where he was asked to sign the rear firewall.

Well thought out construction, the engine and gearbox can be removed without removal of the body to access. Nicely laid out single-seater cockpit, with a tan leather seat from a Triumph TR2, a wood-rimmed Motolita steering wheel, and a very visible dash, laid out with cream faced instruments.

The Triumph based special has had all the mechanical components rebuilt, to include the rolling chassis, engine and gearbox. The engine has been lightened and balanced and is the more desirable FD engine. Having only covered 6000 miles it is all in good order."

Even if the dealer could write better we wouldn't get much of an appreciation of this motor car from this text, though with just the first glance at a photo we can see we have something excep-

tional. On my first glance I recognised the car as one I've come across once before.

We're going back in time to September 2011, and my piece in that month's Courier, which I titled, with heavy irony, "**Just a Spitfire Special**". Here it is repeated, with the photos

would be the best donor car to use. Having owned several GT6, I started to look at using the chassis and engine from a MkIII, but soon realised that the 6-cylinder engine was going to be far too heavy, and that the finished car would be very "tail happy" in the dry, let alone the wet. Then fate took a hand, a work colleague happened to mention that he had a Spitfire MkIII in his garage, with original engine and overdrive, part dismantled that his wife wanted out of



Wired frame

supplied to me by Martin:

Martin Harcourt lives in Somerset; he is 60 years old and a recently retired aeronautical engineer. Between 2002 and 2010 he spent approximately 2,000 of his spare hours building a car, not just any car, but a very special car, as I think we will all agree. Martin has responded to my request to write up his story, so let's listen, and learn:

Throughout my life I have always been fascinated by the 1930s F1 racing. Apart from the beautiful factory-built machines that took part, there was always an element of privateers that had designed and built their own cars, which usually did rather well in competition, sometimes beating the factory cars. As the cost of buying one of these rare machines today was well out of my financial reach, I decided to build a single-seat special of my own, in the Thirties style.

Having made that mental commitment, I started to think about what

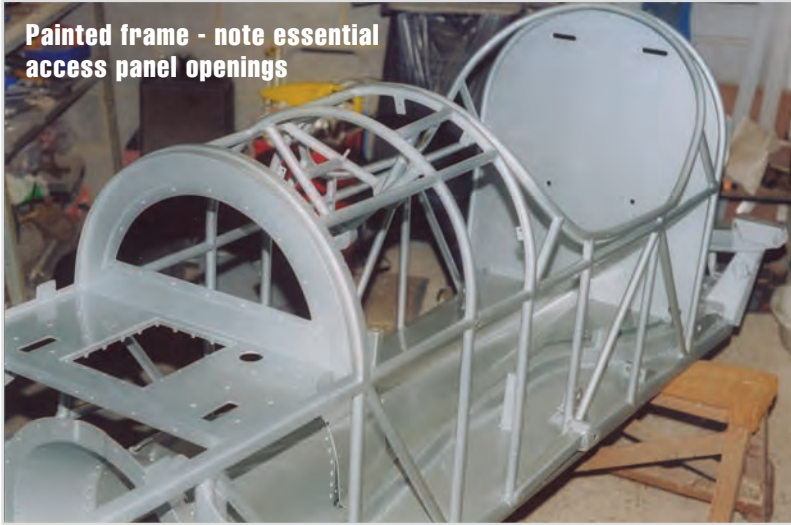
completely rusted out, as were the doors, but the chassis was perfect and the running gear was good. The tub was soon removed, cut up and carted off to the local scrappy, and I was left with a chassis, transmission and running gear.



Body in sitting room awaiting fitment

It was immediately obvious that with the seat on the centre line of the chassis there would be insufficient torsional rigidity in the chassis, and nothing to attach the new body to. To remedy this the middle outriggers were cut off, two 2-inch steel tubes welded to the chassis each side (set paral-

Painted frame - note essential access panel openings



lel, 11 inches from the chassis centre line) and cross tubes coming off these to the main rails. This then gave the required chassis stiffness and also the build dimension for the width of the body. The front chassis legs were also cut off nine inches from the steering rack attachment points and boxed (initially cut off too short, and then I realized there was nothing to attach the anti-roll bar to!)

The engine, gearbox, propshaft, diff and running gear were all left in their factory positions, as it was a proven setup and I wanted to keep things as simple as possible. In the event of something going wrong it is far easier to buy "off the shelf" items rather than re-manufacture heavily modified ones.

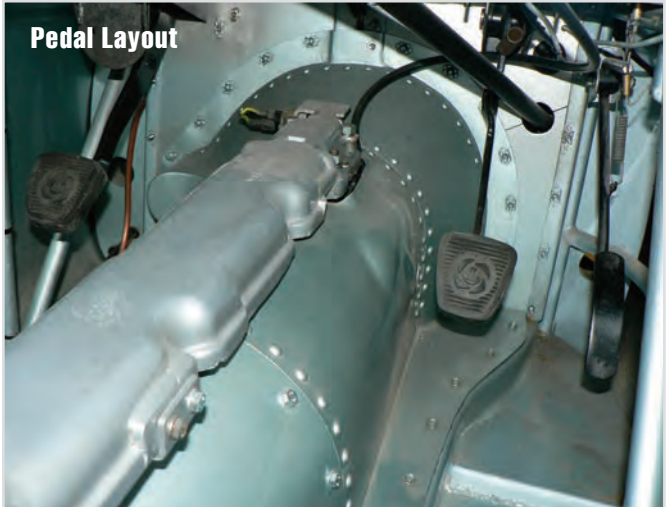
The next task was to try and work out the body's height and length; this is a very difficult and time consuming thing to do. The only way is to start from the known dimension, i.e. the car's width, and "wire up" the body to form the shape (once you have determined the seat position). This is done using quarter-inch mild steel rod and is done on the car as opposed to making a wooden "buck", which is usually done off the car.

When the shape and dimensions felt and looked right, the wire was removed and a three quarter-inch steel tube space frame was added, the two main bulkheads fitted and the

positions of the pedals ascertained (accelerator and brake to the right of the gearbox tunnel and the clutch to the left).

With the wire replaced I had a 3D car with which I could not only work things out, like fuel tank (Herald 13/60) attachment/position, but, joy of joys, I could actually sit in it and make

Pedal Layout



engine noises!

Having the car like this was crucial to enable me to configure the steering, which had to go through two directional changes. This was achieved by ordering various splined shafts and steering universal joints from the hot-rodding fraternity in America.

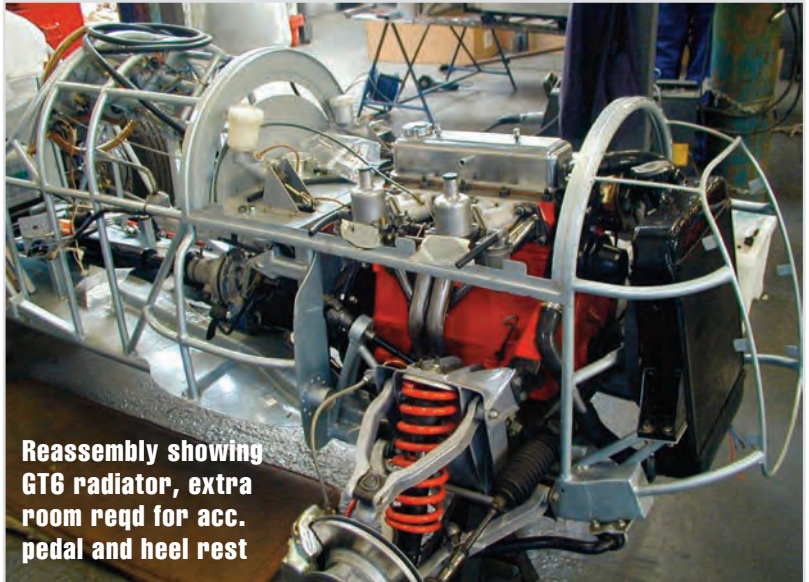
The other problem was that as the body tub was removed there was nowhere for the rear suspension vertical link radius arms to attach to, so new, very much longer ones were manufactured from stainless steel

and attached to the body space frame. These new radius arms also incorporated a central turn-buckle to allow the rear axle to be tracked more accurately.

With the engine now being in such a confined space, it was time to look at the cooling system. The Spitfire radiator was completely the wrong shape and not efficient enough, so

I bought a GT6 radiator, made the necessary attachment bracketry, fitted it and incorporated a heavy duty electric fan for good measure.

Now that the mechanical positioning work was done it was time to start on the bodywork. The body is in 18swg aluminium and, because of the complex double curvature, was made in sections and then welded together. The body was wheeled in the traditional way using a 1920 English Wheel, which I rescued from the aviation company that I worked for at the time (the wheel was, rather appropriately, used during the Second World War to form the skins on the wings of Spitfire aircraft). The panels were then shaped to fit the car's wired shape and welded together piece by piece. Very slowly the car's body began to take shape, until it formed two major assemblies, as the nose cone had to be removable. It was then painted internally and stored in my sitting room (no I



Reassembly showing GT6 radiator, extra room reqd for acc. pedal and heel rest

wasn't married at the time) to await fitment to the chassis.

The whole car was then disassembled, and all the major mechanical units sent away for reconditioning. Whilst this was being done all the running gear was bought back to "as new" condition. The chassis was stripped and painted. Then the fun bit began, "The Rebuild".

All the reconditioned components were refitted, as was the running gear. A new stainless four-branch header and custom-made exhaust, fea-



The 'Office'



**Finished car
Rear View**

issued with a daytime MOT, so it doesn't have to have lights fitted – I did however leave provision for them to be fitted later – I will probably get some small hot rod ones, which can be easily fitted/removed and stowed in the cockpit. The car has now a completely polished body, which has taken six months of going through the various grades of "wet and dry" by hand.

turing a "cherry bomb" silencer and bifurcating into two tail pipes, was fitted. A new Spitfire electrical loom was fitted, along with the custom dashboard and new retro gauges. Then the moment of truth... and after some nervous cranking time, she fired up, and after a lot of carburettor adjustment settled down to a wonderful rorty little burble!

The bodywork was then fitted to the chassis by riveting the lower tucked under sections to the chassis tubes, whilst the upper body is held by annealing the body edges around the cockpit and turning and riveting the edges to the cockpit tubes. The rear is held with screws onto the frame. The front nose section was then drilled off, fitted and screwed to the front frame.

With the body in its raw form, lap straps and the TR2 seat was fitted – this was the moment I had waited five years for – the first drive. I climbed into the cockpit, mentally checking that all the bolts had nuts on them and were tight! I pressed the button, fired her up and selected first gear – the clutch was surprisingly light and engaged quickly, the car leapt away and swiftly moved up through the gears. It was everything that I hoped it would be plus a little bit more – the noise and handling was, and still is, fantastic, as was the experience of driving a single-seater on the open road. **When I got back I wasn't just smiling, I was laughing with the sheer excitement and joy of it all.**

Since then the car has been checked over and

And back to 2020.

You will have noticed that there is a discrepancy in build dates between the dealer's description and Martin's own words – you know which one to believe.

The exact year the conversion from Spitfire to Special was carried out does have significance – as I understand the current Government rules the car will not be eligible to be exempt from MOT until 30 years have elapsed from the date of the cars conversion.

There is one important fact I've not got to yet, how many pounds sterling would you need to pack when you get on the boat or plane to Jersey to take ownership? What's the highest asking price you've seen for a Triumph-based kit car or special? I've seen a few in the 20s thousands, **but the Martin Harcourt Special now resets the bar – the Jersey dealer is asking a real Jersey price - £39,950.** That is what I call a seller's valuation; I would love to know what price it does eventually change hands for.

I haven't attempted to contact Martin to find out the car's life line that led from Somerset to the Channel Islands; in correspondence with me back in 2011 he did suggest that when he'd had his fill of driving the car around he might donate it to a museum. Seems that didn't happen. Let's hope the next owner is the type who will bring the car to shows, when there are car shows again, and not the type to lock it away. Such an exceptional vehicle should be seen.

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Skin Care... Again

I hope you found last month's article on how to change a door skin of some use and I also hope it may even encourage you to have a go doing your own the next time it's needed. In that article I was working on the driver's door, but I was yet to do the passenger side.

I'm not going to take you through exactly the same process for the other side, even I'm not that lazy a writer, but it did throw up additional challenges that the drivers one didn't, mainly due to the frame not being in quite as good condition.

Apart from a couple of areas on the lip that needed small repairs, the main issue with this side was where the quarterlight bolts/screws to the door on the inside of the A-Post, you know the one that is normally covered by a rubber grommet.

Pic 1 shows what was left after a short session with the wire wheel, while Pics 2 & 3 shows the area after cleaning up the edges of the hole. Pics 4 & 5 show the fabricated repairs... sorry no pics of them all cleaned up....I forgot to take them.

After that I thought it would then be a simple matter of



fitting the new skin, but after a closer inspection of the NOS item

and I was getting a little concerned. As I mentioned last month, I'd had them a few years but had never looked at them that closely, until now. The driver's side fitted a treat, this one was now clearly looking like a poor copy, various points were differently shaped to any Herald skin I'd seen before, but never-





4.

theless I thought I press on.



5.

I made it fit the frame, but wasn't happy with how it was looking off the car, it was worse again once I fitted the door back on. The main issues were that the door was now around 3mm longer than before, plus the swage lines were a deeper and squarer pressing. It's not unusual for replacement door skins or panels in general to fit poorly, it's a fairly common thing to have to do a fair bit of adding or removing of material to get something near acceptable, but this one was just wrong in too many places. Apologies again, I didn't take any pics as



6.

within minutes the door was back off the car and the poorly fitting skin removed.

This will now go into stock, for use only if I need some steel for small patches.

There was no option but to buy a new one, a quick look on eBay showed that both TD Fitchett & Chic Doig were selling them, both priced within a quid or two of each other, so I opted for Chic Doig for no other reason than I'd never used them before. At this point it would be great if I could show you a picture of the passenger door on and fitting nicely, but all I've done is paint the inside of the new skin in readiness (Pics 6 & 7) apologies for the blurry photo, the LED lights in the workshop were playing tricks with my mobile.

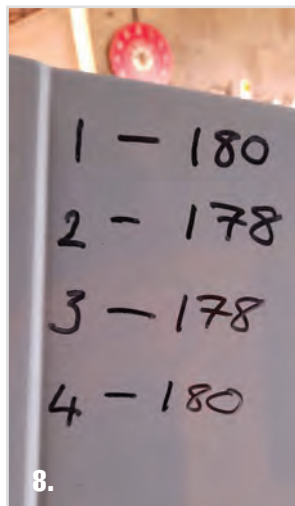


7.

My attention has turned to fitting a new bathroom, so no more Herald related things to report from my end, other than doing a quick health check on the engine. The engine was rebuilt around 3 years/18,000 miles ago when I switched from twin SU's to EFI.

I had no reason to think it wasn't still in fine fettle, but I decided to do a compression test to see if I

had to plan in any engine work for the coming winter. Even I was surprised with the readings of 180, 178, 178 & 180, not that I doubt my ability to rebuild a Herald engine, but I couldn't even remember the last time I removed the rocker cover to check the valve clearances. At least that's one less thing to worry about.



8.

I wouldn't normally recommend writing your compression readings on the wing of your pride and joy with a Sharpie (Pic 8), but I didn't have any paper to hand and it will be getting repainted at some point.

Hopefully when you read this in early December we'll be coming out of the national lock down and can look forward to a Christmas with friends and family. To be honest nobody has a clue how things will be as we enter the festive period, but whatever your situation I hope you have the best Christmas possible.

That's it for another month, hope to see you in the new year.

Darren

Stop Press!!!! I knew you wouldn't want to wait until next month to find out if the passenger door skin fitted OK. So I took a 30 minute break



from bathroom fitting, which was just enough time to put the door skin on, fold the edges over and bolt the door on to the car. The alignment you see (Pic 9) is with less than 5 minutes of adjustment, needs a little bit of tweaking but I'd say that was a pretty good starting point, so very happy with that.



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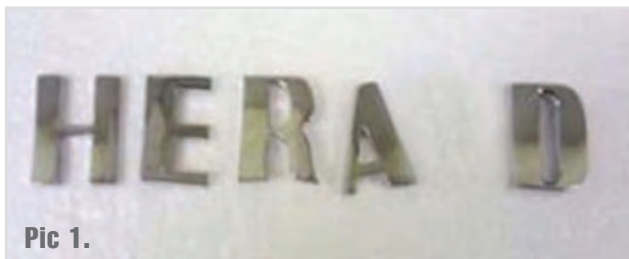
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COLIN LINDSAY herald@tssc.org.uk

Cleaning for Santa

As it's that month yet again, I'll start with a Christmas message - can you work it out? (pic1)

I'm having fun at the moment surfing for odd presents; it's amazing the things we find for our cars. One phrase, however, strikes fear into my heart: "Fits



Pic 1.

Triumph Herald" Do you want a grab handle for your standing passengers? 'Fits Triumph Herald'. A Toyota Yaris front suspension strut? Fits Triumph Herald. A free-standing fridge freezer? 'Fits Triumph Herald.'... but when I got to this



Pic 2.

very snazzy 'Black waist thigh leg pack back belt pouch' thingy (pic2) which also allegedly fits Triumph Heralds I decided it was time to give up. The Net can be quite funny; 22

Search results for

Pic.3.

northern ireland vehicle registration transfer

Did you mean [northern ireland edible registration transfer](#)

after searching for 'Northern Ireland vehicle registration transfer' it asked me 'did you mean Northern Ireland edible registration transfer?' (pic3) Try as I might, I can't find edible number plates, but I'm sure they're out there, somewhere...

I am of course at that age where Santa has forgotten me so I have to buy my own presents, and so sometimes treat myself to the occasional little indulgence. Lock-down continues - if anything, it's

getting worse - and so does the marathon cleanathon in my garage. This time it's the turn of interior trim, and having had a severe shock recently when I tilted the GT6 sunvisors downwards for the first time in years I realised there were a few areas of my cars that hadn't seen a duster in far too long. In my own defence I don't often need sunvisors, being usually too close to the roof so that I can use the top edge of the screen surround to shade my eyes, but these had gone beyond grey, and were actually

brown verging on black with mouldy bits that would have set Louis Pasteur's heart racing.

I've got quite a few sets of Herald sun visors, in



Pic.4.

fact I was amazed at how many, and all in varying shades of dirty grey-brown, instead of the pristine grey or white they started off in. (pic4) I've only ever had one set of black visors; these I believe were from a late 13/60 and were

padded, so went back on that particular car once I had completed it. All of mine are grey - dare I call them even close to white any more? - and they alternate between the early thin, unpadded ver-



Pic.5.

sions with the long oval vanity mirror to the later padded versions with the rectangular mirror (pic5). Very early cars had a centre fixing only; connected to either side of the rear-view mirror mounting and it was only the later cars which added the outer mounting points, a thin bracket held in place by a setscrew on convertibles, and a full-length metal rod through a grey plastic cover over the roof-securing bolts on saloons and estates. Don't ask me when the actual visors changed, or how they differed between models; I suspect early versions were indeed thin, and these continued on across the range - certainly the more utilitarian cars like the estate kept them, and the Courier only originally had one for the driver, so that the poor passenger had to look out for himself. I suspect the padded versions came in later in production, but they've been so chopped and changed over the years by generations of successive owners that it's hard to tell what originally came with which. I could guess that later convertibles had the padded versions and saloons the thin, but have so many conflicting reference photos that it's impossible to tell which is correct.

The vinyl on these sunvisors is a natural dirt-trap, having so many dimples per inch that it resembles a ploughed field in miniature. Wiping with a damp cloth will make some progress, but for those pits and crevasses only a toothbrush or scrubbing brush will do. What

to use? Well, I started at the top with a few dedicated trim cleaners, and found a preference for the foamy type - Tesco's Foaming Dashboard Cleaner is excellent value - but for some of the more expensive brands, the best thing was the hairy plastic cap-brush that makes a great cleaning tool. With regards to the actual cleaner, it's hard to see where the extra money goes, with some of the bigger brands asking six or seven pounds per aerosol. I'm

not looking for a new car smell or a wax-based waterproof coating; all I want is a good cleaning product that will remove stains and dirt and not damage the vinyl. I was therefore very pleased to find Astonish Carpet and Upholstery Cleaner in my local Poundshop



Pic.6.

for exactly that amount (pic 6); I'd not tried it before, but I'd seen the brand in numerous shops and decided to give it a go. I'm happy to report that it's excellent. Worked well in with a toothbrush or other gentle



Pic.7.

scrubber it cleans right down to the vinyl and leaves no residue. Even just spraying it on, and leaving for a time, produced excellent results (pic7). It also works very well on Herald seats and door trims especially since,

at that price, you can use plenty of it!

Sadly whilst my visors are now clean, they're nowhere near the original pristine light grey. Some of them are positively yellow and put side to side



they resemble a dentist's tooth chart (pic8); I can just see Dulux names such as Pebble Grey or Frost White coming to mind. It's a pity, but the vinyl fades, or becomes bleached by the sun, and the original colour is lost over the years. My best option would seem to be to match the two whitest, and use those, and the addition of a replacement mirror glass - available everywhere, mine were £1 from a stall at Stoneleigh - works wonders. It's not perfect, but



would have been the only solution, so I was therefore quite happy to find a company selling sunvisor covers online (pic9). These are Italian leather, in black with a range of stitching colours, and of course as it's Christmas, and a little present is always nice, I went for the red stitching to match my signal Red 1200 convertible. They arrived within a week, and slip on over the old sunvisors, with a fold-over velcro flap on top to keep them in place.

Whilst I found them a little loose on the thin visors they fill out very well over the padded versions, and while the Velcro can be fiddly, once you've managed to get it uniform across the whole length they look very well indeed. One thing I did find - the aperture for the mir-



ror is quite snug, so even a millimetre out on either side will expose the edge of the glass (pic10). I'll overcome this by using a larger replacement mirror glued to the visor and only the original oval shape will show on the outside. I'm pleased with how they look, and I think the black is more in keeping with the

rest of my Herald interior. When you realise that on a convertible they're especially visible then I reckon it's money well spent; having said that, they're not the cheapest at around £50 but we'll see how they last over time. Search online for Leather Sunvisor Covers and you'll find them easily enough. Of course, I could always just paint the original visors black... but as always, if you've any tips on cleaning, let us know.

Here's wishing you all a Happy Christmas; let's raise a glass to those who didn't make it this far,

support and assist those who are still with us, and do our best to get things back to normal in 2021. I'm running out of things to do in the garage!

Did you work out the Christmas message in the first photo? **No L.**

I'll get me coat.

Colin

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Recon drive shaft assy (exchange)	£250.00
Recon rear hub assy (exchange)	£150.00
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50

SPLITFIRE MK I & II & III

Nearside/offside front wings	£105.00 each
Front wing 'D' plate 706311/2	£18.50 each
Front outer wheel arch 903137/8	£65.00
Front inner wheel arch 706548/9	£69.50
Bonnet hinge tubes 811679/811680	£62.50 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£85.00
Door skins	£95.00
Battery box 806707	£35.00
Rear valance lamp panel 569900	£105.00
Boot lid 575787	£410.00
Dash top cover 714482	£55.00
Vinyl hood Mk III inc zip window	£175.00
Chromo bonnet catch 607663	£40.00
Rear lamp assembly 208532/217025	£49.50
Track rod ends	£9.50
Gearbox 3 Synro (exchange)	£425.00
Fibreglass Gearbox Tunnel Cover	£42.50
Recon Exchange Diff	£450.00

Recon Exchange Diff (NCW&P)	£550.00
Recon exchange brake caliper type 12	£55.00
Recon exchange brake caliper type 14	£45.00
Original head gasket GEG314	£9.00
Distributor cap	£6.00
Front valance support bracket 712567/8	£6.00

SPITFIRE MK IV & 1500

Bonnet stay 613045/613751	£19.50 pair
Front wings 909663/4 PAT	£85.00
Front wheel arch over 909351/2	£80.00
Front wheel arch inner 909797/8	£85.00
Headlamp support panel assembly 818871/2	£80.00
Front quarter valance 815391/2	£115.00
Door skins	£85.00
Sills non original 903097/8	£65.00
Sills O.E. 903097/8	£103.00
Sill reinforcement panel 806634/5	£8.50
Inner sill 806638/9	£35.00
Front sill end plate 704622/3	£9.00
Half floor (deep pressing) 908900	£195.00
'A' post lower filler panel 706288/9	£30.00
Bonnet hinge pivot box RKC362/3	£96.00
Chassis front gusset 218526/7	£19.50
Bonnet hinge tube L/H-R/H 911107/8	£75.00
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Rear valance 908970	£115.00
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Boot lid 911327	£650.00
Rear inner wheel arch 725563/4	£215.00
Rear outer wheel arch 909661/2	£127.50
Windscreen aperture drip channels	£18.00 pair
Hard top rear screen seal 911040	£60.00
H/ top seal roof/ door glass 716183/4	£12.00
Door hinges 708724	£28.00
Exterior door handle (black) UKC2837 LH only	£85.00
Window regulator 911271/2	£120.00
Window regulator glazing channel	£75.00
Front outriggers 209398/9	£57.50
S/s steel tread plate finishers	£32.50 pair
Oil pump TKC 1974 (exchange)	£32.50
Water pump 216939/GWP128 (exchange)	£29.50
Radiator support cradle TKC 1761	£25.00
Late type water pump (viscous) UKC774	£40.00
Oil filter GFE119/150	£5.00
Heater valve 724021	£22.50
Front wheel bearing kit GHK1021	£16.50
Front wishbone bushes 119451 (set of 8)	£15.00
Front shock absorber GSA364	£20.00
Front suspension vertical link	£150.00
Front suspension top ball joint GSJ155	£9.00
Stub axle UKC697	£28.50
Recon steering rack exchange	£75.00
Track rod end GSJ158	£9.50
Steering joint 142140/FAM1718	£90.00
Steering lock 216449/UKC2719	£85.00
Fibreglass Gearbox Tunnel Cover	£42.50
Gearbox exchange	£425.00
Recon exchange D Type O/D Mk IV	£450.00
Recon exchange J Type O/D Mk IV	£450.00
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Rear wheel bearing kit GHK1029	£14.50
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Recon exchange drive shaft assembly	£225.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£120.00
Recon exchange brake caliper type 14	£45.00
Brake disc 208715	£13.50
Brake disc 208715 Drilled/Grooved	£42.50 pair
Caliper repair kit inc pistons type 14	£20.50
Handbrake front cable 121766	£5.00
Handbrake cable end fork 104749	£3.00
Rear wheel brake cylinder - 7 dia GWC1110	£12.50
Rear brake lever 123135	£6.50
Brake shoe set GBS749	£12.00
Clutch slave cylinder GSY103	£35.00
Clutch kit GCK160	£77.50
New distributor 1500 (exchange)	£59.00
Recon distributor 1500 (exchange)	£60.00
Distributor cap Mk IV	£6.00
HT lead set	£8.00
Recon starter motor (exchange)	£60.00
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Wheel arch to bulkhead seal 613666	£3.00
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Inertia seat belts less sensor OE	£95.00 pair
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GT6

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Bonnet assembly Mk III 913766	£1,550.00
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Main carpet early Mk III new tan 819813	£36.00
Main carpet late Mk III new tan 822633	£36.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£75.00
Seat belts	£85.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£42.50
Gearbox (exchange)	£425.00
Recon exchange D Type O/D	£450.00
Clutch kit	£80.00
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Front shock absorbers	£20.00
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Rotoflex coupling 152273	£39.50
Rotoflex bush kit inc tubes per side	£37.50
Brake shoe Mk III/III rotiflex GBS750	£19.50
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Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£12.00
HT lead set	£12.50

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Mk I front panel (nose cone) 903258	£125.00
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Mk II bonnet 910507	£190.00
Mk II rear lamp panel 910509	£185.00

Mk II boot reinforcement panel 910505	£75.00
Bonnet seal 613894	£12.50
Rear centre bumper (estate) plain 576530	£97.50
Rear centre bumper (estate) for insert 917813	£97.50
Rear quarter bumper (saloon) plain 910158 LH	£80.00
Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824479	£27.50
Interior door knob 615888	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 701/711	£20.50
Boot carpet 728551	£35.00
Late Mk I 2000 steering wheel 307493	£25.00
Recon power steering rack (exchange)	£185.00
Recon manual steering rack (exchange)	£75.00
Gearbox (exchange)	£450.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£12.50
Clutch kit	£80.00
Recon (exchange) water pump GWP201	£29.50
Rear wheel bearing kit	£19.50
Rear shock absorber	£20.00
Recon exchange brake caliper	£65.00
Brake shoes Mk I (axle set)	£39.50
Brake shoes Mk II (axle set)	£19.50
Rear wheel cylinder GWC1205	£17.50
2.5PI Rostyle Wheel trims	£125.00 set

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Head lamp assembly 1300/1500 Dolo (square)	£105.00
Headlamp bowl 1300/1500 Dolo (Square)	£28.50
Rear screen rubber 913937	£47.50
Boot floor carpet 1300 F.W.D. 617831	£36.00
Recon windscreen wiper motor (exchange)	£45.00
Dolomite 1300/1500 new exchange distributor	£59.00
Dolomite 1300/1500 recon exch distributor	£47.50
Dolomite Sprint recon exch distributor early/late	£160.00
Set of HT leads 1300/1500	£8.00
Set of Sprint H.T. leads	£59.50
Set of HT leads 18.50	£12.00
Distributor cap 1300/1500 GDC136	£4.75
Oil filter 1300/1500 GFE119/150	£5.00
Sprint gearbox (exchange)	£450.00
Sprint clutch kit	£80.00
Gearbox exchange 1300/1500/18/50	£425.00
Gearbox exchange 18/50 3 rail	£425.00
CV joint 1500 F.W.D. 518093/UKC 1160	£87.50
Front subframe mounting cup washer 138626	£7.50
Recon steering rack (exchange)	£75.00
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Sprint wheel cylinder GWC1121	£15.00
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Manufacturers Part No. used for reference only

ALL MAJOR CREDIT CARDS ACCEPTED





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

Front Wheel Bearing failure

As mentioned in the November Courier report, I had a serious wheel bearing failure on the way back from the Duxford Triumph Picnic. The good news for all you GT6 fans is that it has given me the chance to write an article on wheel bearing replacement!

When the wheel bearing failed the car suddenly pulled to the side on the A1M, I made it across to the hard shoulder but was a bit concerned when I tried to brake as the slack in the bearing after it failed had allowed the disc to move from side to side and push the calliper pistons back meaning long pedal travel until I pumped the brake pedal a few times! I limped the car to the next junction which was only a mile up the road and into a retail park car park. On investigating I found that the bearing had disintegrated and there was no chance of fixing it at the roadside so I was recovered home.

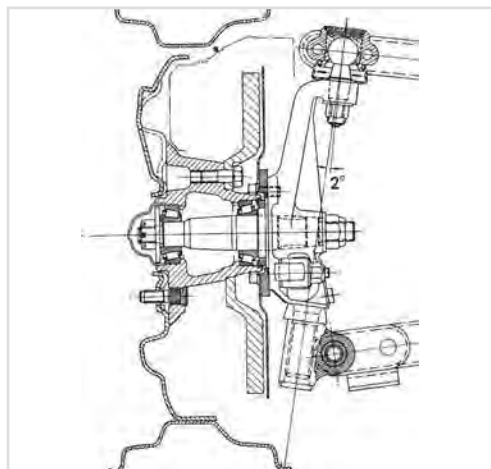
Front Wheel Bearing Replacement Part 1

First stage was to slacken the wheel nuts slightly, jack up the corner of the car, place securely on an axle stand under the chassis rail and then removed the wheel.



Car supported on an axle stand under the chassis rail

The following extracts from the Factory Workshop manual may be useful.



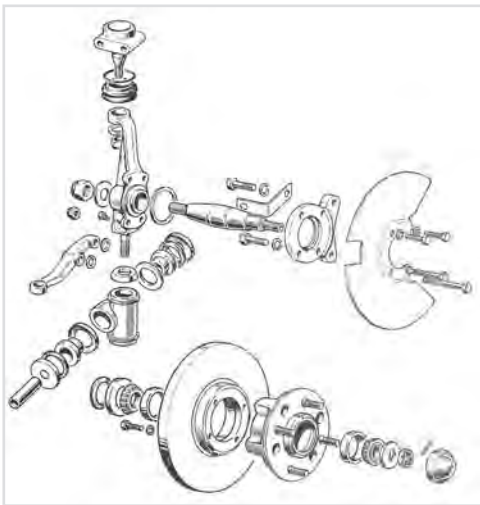
Sectional View through the Hub and Vertical Link Assembly



Recovery!

It had certainly failed pretty quickly, I had adjusted and checked it back in March just before the Covid lockdown and it passed the MOT in March too. I remember the tester remarking on how I'd set it up with just the right amount of end float when he checked it. However at under 600 miles later the bearing failed!

Replacement of a wheel bearing is normally pretty simple, however, this was a little more involved as the stub axle had been damaged by the failure and also had to be replaced!



Exploded view of the Hub and Vertical Link Assembly

Then remove the hub dust cap, if your cap is in good condition there is a proper way to do this by using a 3/16 UNF screw as the hole in the centre is threaded and a screw threaded and done up in the centre will push the cap off. However this has usually been damaged on most cars over the years and tapping it off with a hammer and screwdriver is often the only way to get it off! Picture here is using a 3/16 unf screw on a new hub dust cap.

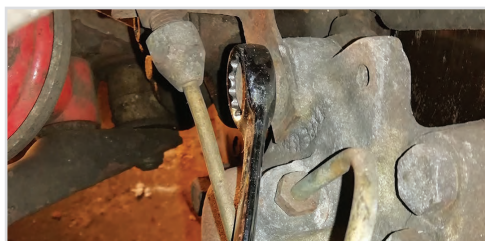


Removing the hub dust cap



My Hub dust cap was not a pretty sight, it had fragments of bearing and the broken end of a split pin within a greasy mess!

So my bearing was definitely in a state so needed replacing! Next step is to remove the brake calliper from the vertical link, held by two bolts and move it away from the disk.



Undoing a Brake Calliper Bolt



Supporting the Brake Calliper with a Bungee Cord

Ensure that the calliper is supported and not hanging by the flexible brake hose, a good way

to do this is to hold it up on the upper wishbone using a bungee cord.



Removing the castellated Hub Nut

Now the Calliper is out of the way the hub can be removed, first undo the castellated nut.

The Hub is then ready to remove, note that the D Washer on mine was severely distorted following the failure of my bearing



Hub ready to remove with distorted washer

Then pull the hub assembly clear away from the vertical link and stub axle.



Removing the hub assembly.

Normally the Bearings would come away with the hub assembly, however the outer bearing race on mine was seized onto the stub axle following the bearing failure on mine which also prevented the inner bearing coming away with the hub.



Hub removed, note the outer bearing race seized on the stub axle.

The next few steps were only necessary due to my damaged stub axle, normally the bearings can be replaced without removing the vertical link assembly and replacing the stub axle.

Jump forward to section on bearing replacement if you are just replacing the bearings. Disconnect the track rod end, undo the bolt and split the taper away from the steering link using a ball joint splitter.



Removing the nut from the Track Rod End taper



Upper Ball Joint and Vertical Link Assembly Free at the top.

Next, disconnect the Trunnion from the lower wishbone held in place by a large nut and bolt, slacken the nut and bolt on the lower shock absorber mount slightly at the same time otherwise it tends to pinch the two halves of the wishbone together and make removal of the trunnion more difficult.



Breaking the Track Rod End Taper Joint with a ball joint splitter

Next remove the Upper Ball joint from the upper wishbones to free up the vertical link at the top, held in place by two nuts and bolts.



Removing the Trunnion to Lower Wishbone Bolt.



Removing the Fixings from the Upper Ball Joint to the Upper Wishbones



The vertical link assembly complete with upper call joint and trunnion can then be removed from the car.

Next disassemble the vertical link assembly, removing the Steering Link, Calliper Support Bracket and Disc Shield. Also unscrew the trunion and remove it together with it's oil seal to ensure it's not damaged when attempting to remove



Disassembling the Vertical Link assembly



Disk Shield and Calliper Bracket Removed



Trunion also unscrewed and ready to Remove the Stub Axle

The stub axle is a taper fit into the vertical link, held with a single nut. This is a tight fitting (90 – 100 Ft/lb) so takes some leverage.

32



Removing the Stub Axle Nut.

Now the hard part, the stub axle needs to be removed by forcing apart and breaking the taper joint. Sometimes these come apart easily by shocking with a hammer, sometimes they need a puller, sometimes even that doesn't work! After trying a hammer to separate without success, I then tried using my 3 legged puller, I also tried adding some heat with a blow torch when it was under pressure from the puller, but it wouldn't budge. In the end I had to take the vertical link and stub axle to a local garage so they could use their large press to force it apart. It took a lot of force and they also had to use a blowtorch to apply heat in order to help persuade it. When it finally broke free there was a very loud bang!



Trying to Release the Stub Axle with a 3 legged Puller

Fortunately I had a spare stub axle in my parts stash ready to fit, however they are readily available now.

**Previous Picture Caption
Assembling the Disk Shield, Calliper
Support and Steering Link to the
Vertical link, note the washers used as
spacers between the steering
Link and Vertical Link.**

be refitted before the Calliper bracket, disk shield and steering arm, don't forget the Calliper oil seal.

The Vertical Link assembly can then be reinstalled onto the car with the lower wishbone bolt installed and tightened plus retightening the slackened lower shock mount, reattach the upper ball joint to the upper wishbone, reattach the track rod end to the steering arm. Make sure all are tightened up to factory torque settings. Finally make sure you oil the trunnion by replacing the blanking plug with a grease nipple and using a grease gun especially suitable for oil filled with EP90. Pump until oil starts to ooze out from the seal above the trunnion as this proves that the trunnion is fully lubricated. **NEVER** be tempted to use grease to lubricate the trunnion as this is likely to result in the threaded part breaking off the vertical link after long usage. Triumph specified EP oil for good reason! After oiling remove the grease nipple and replace the blanking plug.

If just replacing the bearings, follow on from here!

Drift out the inner and outer bearing races from the hub, there are slots in the hub to help you get a firm purchase. It's best to use a soft drift if you have one, I use one made of brass.



**Drift out the Bearing Races from the
Hub Assembly**



Vertical Link and Replacement stub Axle

The stub axle needs to be tightened carefully using a torque wrench to a torque of 90 to 100 ft/lbs.



**Tightening the stub axle with a torque
wrench.**

Next it's time to reassemble the vertical link assembly, the factory manual shows washer spacers between the vertical link and steering arm that were missing on mine so these were replaced. Note that the trunnion needs to



After Removing the bearing races, thoroughly clean up the hub, especially the internal cavity which is likely to be full of horrible old grease.



Thoroughly Degrease the Hub Assembly to remove all traces of Old Grease.

Part 2 will follow next month, describing how to fit and set the end float on the new bearings.

GT6 Weekend - Sauerland, Germany

In October there should have been one of the annual European GT6 weekends which was arranged to be held at Egmond ann Zee in Holland this year with select invited GT6 owners from all over Europe. Note the event is limited and by invitation only, I'm fortunate enough to be on the invitation list and have attended a couple in the past. Unfortunately however, due to Covid19 the event had to be cancelled this year.



Sticker produced for the Event
(Photo from Chris Emm)

Due to the cancellation some German GT6 enthusiasts decided to hold a low key informal local German GT6 event in it's place in Sauerland, Germany.

Here are a few pictures from the event.



GT6s on the Road in Sauerland
(Photo from Ralf Wommer)



GT6s on the Road in Sauerland
(Photo from Kevin Hoffman)



GT6 in the mirror view
(Photo from Jon Melson)



GT6 Convoy in Sauerland
(Picture from Jon Melson)



Line Up of GT6's in the Country (Photos from Chris Emm & Ralf Wommer)



GT6's attending the Sauerland event (Photo from Kevin Hoffman)

A bit of Extra information on Engines

I received the mail below from Colin Wake with some clarification regarding 2.5 6 cylinder Triumph Engines in response to my article in the October Courier, Thanks Colin.

"Just been catching up on this month's Courier. Thought I would give you a bit clarification on some of the engines.

The CR engine fitted to a MK1 PI (number lower than 10000) is a different beast to a CR engine from a later TR6 (number greater than 50000).

The MK1 PI has a different block that is missing the strengthening rib behind the manifolds. It also has a cross-drilled crank. The crank is also "long back". Basically it is about an inch longer. Every other 2.5 has a "short back" crank. The short back engines use a MK1 2000 flywheel which is half the weight of a long back.

The MK1 PI engines appear to be made from better quality components as well. Perhaps the bean counters got to it when it became the Mk2 Pi / TR6 engine?

Same differences applies to the CP engines fitted to a TR5 / 6 I believe.

Colin

From The Archives

Having missed going to Europe in the GT6 this year and seeing the pictures from the Sauerland Germany meet up it made me reminisce about trips to Germany in the GT6 back in the 90s. Here are pictures of my GT6 in Germany, I think this would have been around 1993 or 1994.



Mine and Colin Geer's GT6 stopped for a break in Germany somewhere in South East Germany en route from Mulhouse to Trier.



My GT6 next to Lake Constance (on the German side of the lake).

Andy



STAG

PHIL WILLSON stag@tssc.org.uk

Getting Stuck In – Fault Finding

When I wrote last month's article the 'new' car had only just arrived home. Since then I have been able to get to grips with the actual faults that I have found.

Faults known about or found:

- Tyres 22 years old
- No inertia fuel cut-off switch
- Erratic slow and rough idle
- Right hand carb losing damper oil
- Carb diaphragms split
- Incorrect ignition coil fitted
- One odd spark plug, variation in gaps
- Slight wetness beginning to show on rear dampers

One of the ways to find any faults, and should be done anyway with a new purchase of an old car, is to give it a thorough service, unless you can be sure that it has been done properly already. Items 1 and 2 were observations made before I even bought the car. Items 3 to 7 were found and mostly

fuel to the flames. In November 2019 I covered the overhaul of the standard unit fitted to Stags and later TRs as they do suffer from corrosion of the internal contacts. Many a fuel pump has been replaced on the assumption that it was faulty when the issue was actually a lack of a re-



Photo 2: Rover inertia switch



Photo 1: New boots

sorted during the service. Item 8 was spotted during my pre-MOT check.

So, starting at the beginning, the tyres were replaced with the Hankook 195/75R14 whitewalls as reported last month. Success – box ticked.

Neither Stag that I've bought had an inertia switch fitted and I wonder just how many are out there without this safety device. It is designed to switch off the power to the electric fuel pump in the event of an impact so that no more fuel will be sent forward even if the ignition could not be switched off. If there was a potential for a fire at least this would not be (literally) feeding

liable electrical supply. I expect that the inertia switches get removed out of frustration.

Last time there was a switch lying in the boot so I just had to re-install it. There was no switch at all on or in NVO so I resorted to one of the more readily available units from the Rover stable, the WQT100030. You can get these from many suppliers and are easy to fit, but you will also need a connecting socket plus wires to link in correctly. (Photo 2). For example, Car Builder Solutions offer the switch as their

part code INERSW and the connector as NASPLG3. However, I chose to go with the

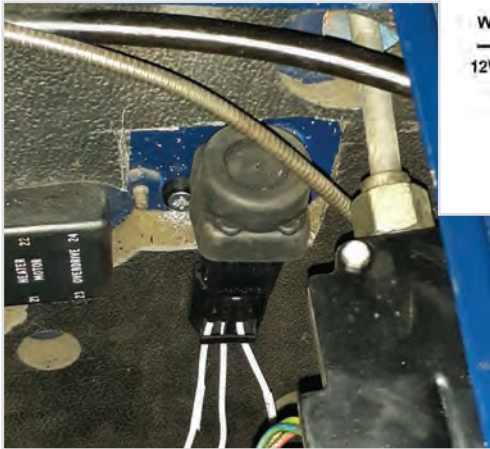


Photo 3: Inertia switch in same place as the original unit

kit from Rimmers (part C41220AKIT) which includes the switch, the connector with labelled



Photo 4: Connection labels on unit

leads, a warning light plus all wiring. The switch must be mounted vertically on a structural panel as shown in photo 3. The lamp should be mounted on the dash and will illuminate if the switch is triggered i.e. the light comes on if your fuel pump has switched off. I will do this wiring soon, but at least I have got the switch in position and connected.

The connections (photo 4) on the switch are labelled C for 'Common' i.e. the ignition controlled supply, NC for 'Normally Closed' i.e. the output to the pump and 'NO' or Normally Open, i.e. which is only powered when the switch is trig-

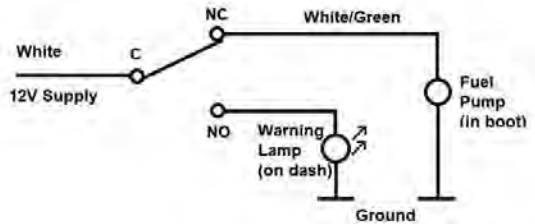


Photo 5: Example circuit diagram

gered by an impact. The circuit that can be used is shown in picture 5. The white and white/green wires should already exist on the car unless they have been forcibly removed. If you don't want a warning light then ignore the section connected to the NO terminal.

The main items in any major service are changing the oil and filter, changing the air filter if necessary, flushing out the cooling system and refilling with fresh antifreeze/inhibitor solution. The carburettors and the ignition system should also be given the once over. Brakes, wheel bearings, tyres, lights, wipers, washers, horns and so on should also be checked and repaired or adjusted as necessary.

The idle was rather erratic, going between about 400 and 700 rpm and varied from run to run. It often stalled when the lower revs were encountered particularly when de-clutching at road junctions etc. This appears to have come out in the wash as a result of dealing with the next four issues in the list.

When inspecting the carb dampers I noted that the left one was very low in oil and the right one was completely empty. Refilling them only temporarily solved the problem as the right one was empty again next time I looked. There was obvi-

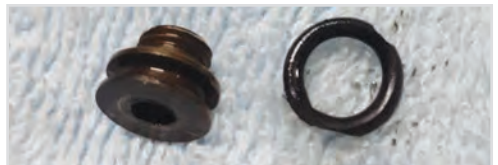


Photo 6: Needle adjuster and old O ring

ously a leaky O ring around the needle adjuster in the base of the piston. (Photo 6 shows the state it was in.) So this was replaced with a suitable one from my spares box.

New ones are available.

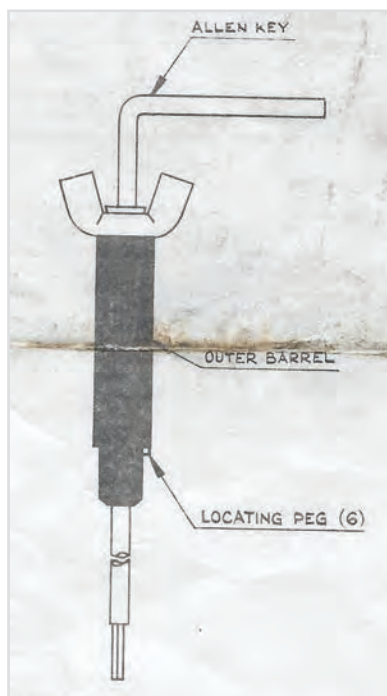


Photo 7: Stromberg adjusting tool

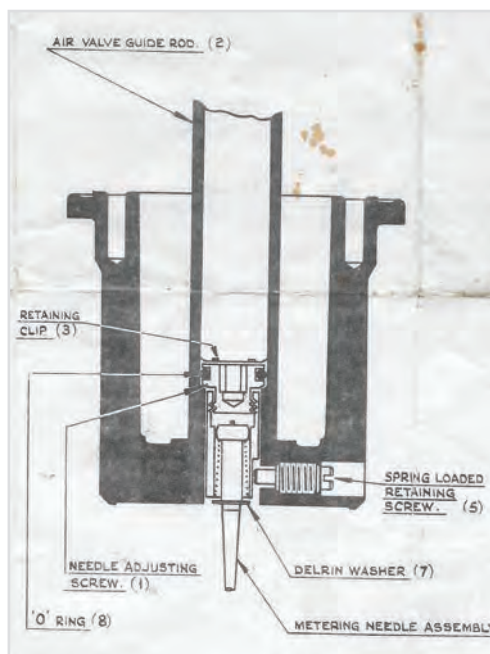


Photo 8: Piston assembly

To remove the adjuster you will need the Stromberg carb adjusting tool (Picture 7). Remove the dashpot damper, the dashpot top (4 screws and note orientation of top relative to the carb) and the large piston return spring. Insert the tool into the central hole and locate the long Allen key into the adjuster by feel (Picture 8). The locating peg on the tool should fit in a cut-out at the top of the damper tube. If you want to retain the current needle setting then very carefully rotate the Allen key clockwise and count the precise number of turns and part turns before the Allen key will turn no more and memorise this setting. Then turn the Allen key anticlockwise at least 3 full turns which should separate the adjuster from the needle. The remove the spring loaded retaining screw (see picture 8) and pull out the needle and its carrier. If it doesn't come out readily then turn the adjusting tool further anticlockwise to ensure that it has released. To remove the adjuster itself you will need a drift or some sort of rod about 6mm in diameter to push into the hole where the needle was previously located. Tap it firmly to push the adjuster and its retaining clip out. Replace the O ring or the adjuster and O ring (available as a unit separately or in a rebuild kit) and retaining clip and push back inside with the drift until it will go no further.

Then replace the needle assembly and fit the retaining screw so that its tip is in the groove of the needle holder. Then, using the Allen key, turn the adjuster so that it engages with the needle and do up clockwise until it stops. Turn it anticlockwise again by the number of turns you counted earlier.

Alternatively, if you are going to retune anyway, turn it back 1.5 turns which will put the needle approximately in the midway setting – there are 3 turns in total available for the adjustment. After that you can refit everything.

Tuning the carbs: Balancing and mixture setting are pretty much the same as on any other twin carb engine. Raising the needle enriches the mixture (turn clockwise) and lowering the needle weakens the mixture (turn anticlockwise).

However, as can be seen in photo 9, examination of the diaphragm showed a perforation near the edge so this was replaced as well. The other carb also had a perforated diaphragm so that was replaced as well.



Photo 9: Holy diaphragm (Stagman!)

Next on the list above is the ignition coil.



Photo 10: Ignition coil in its new position

My car is fitted with a Lumenition PMA50 optical electronic ignition system which works just fine. The instructions say that it is suitable for coils and coil/ballast combinations of not less than 3 ohms. Mine being a Mk1 should have a ballast resistor somewhere near the coil but there was no sign of one. So I removed the coil to check the spec and it said that it was a 6 volt item which therefore required a ballast resistor.

If you remember my treatise last month on just this subject, the Mk1 supplies the coil via the tach so maybe it was that which saved it. Anyway, I replaced the coil with a 12 volt Lucas DLB105 Gold coil and all is well. For good measure I bolted the coil to the bulkhead rather than on the block so that it can run a bit cooler. [Photo 10](#) shows the new position. It bolts through to the plenum chamber under the fresh air intake grille so is quite accessible.

Finally, the plugs were swapped out for a new set of NGK BP5ES items gapped to 0.030" (0.75mm) as recommended for electronic ignition systems. The existing plugs had gaps ranging from about 23 to 30 thou. Seven were NGKs and the eighth was a Champion. It's not usually a good idea to mix types but it was probably done as an emergency replacement at some point.

Bringing the story right up to date, on the day I started writing this the car had passed the MOT with just a comment (not even an official advisory) about the rear dampers beginning to look slightly wet, as I had already observed. They are 22-year old Konis which I will probably replace very soon. Rear dampers are an easy fix on these cars, unlike the fronts, and I may well go over to KYBs like those fitted to my last car. Time will tell.

I hope that by the time you read this the various lockdowns and restrictions are coming to an end. However, regardless of all that, I hope you all have a great Christmas even if it's an unusual one. I will cover modifications and other issues in future articles.

Please send me your comments, questions or something about you and your car sometime so that I know that I'm not whistling in the wind.

Constructive feedback is always appreciated.

I really am staggering now.

Phil



TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Andy Luckhurst's Maladies Continue

More hard learned lessons and a fuel pump rebuild, over to you Andy.....

Lesson 2: Original parts are often better than new ones

Many of the parts supplied nowadays are fine, and we must be grateful that they are readily available and that there are a good number of suppliers able to help us keep our cars on the road. However, some parts are poorly produced, not fit for purpose or not as good as the originals.

Some examples include:

- A carburettor linkage piece that I needed, which was really just a thin rod of wire with a bend at each end. The bend at one end was in completely the wrong direction. When I phoned to complain I was told that they were all like that. When I tried to bend it in the correct direction, I ended up breaking it. I then made my own replacement!

- An indicator switch, which I fitted to the car. A couple of years later (bearing in mind that the car had not moved and the indicator switch had not been touched since being fitted) I completed the rest of the wiring, came to test the indicators and the switch snapped in half! It was too late to send it back. Fortunately, lurking in one of the boxes of parts that John had given to me was an

original switch. It was a little shabby and didn't work, but I managed to clean it up and get the electrical contacts working. It is now on the car and works a treat.

Then there was the saga of the door handles. There were none with the car, so I needed to buy some. Originals were not available, but new handles could be bought which would supposedly fit with some modification.

I bought the new ones, but regretted doing so. There was no way the lock mechanism would work correctly with the new handles as they lacked the parts needed to operate the locks from inside the car. To get the handles to fit the car I would have to cut larger holes in the door, which I did not want to do. Also, I was not happy about the quality of the finish on the handles. So, I tracked down some second-hand handles and decided to have them re-chromed. They came back looking fantastic. However, the door button section would no longer fit the outer part of the handle due to the thickness of the chrome!

At this point I had spent a load of money, had four door handles and couldn't use any of them! It took a lot of painstaking work to file the inside of the handles until the door button fitted. Then I came to reassemble the handles and found that on one of them a critical thread

was damaged. I managed to sort it out by carefully drilling out and fitting a thread insert.

Finally, I was ready to fit the handles to the car. It was at this point that John called round with a box of parts that he had found. Guess what was in the box? Three door handles, two of which had been re-chromed!

Lesson 3: Learn from others when you can

One big advantage nowadays is that we have lots of sources of help and information. Working on the TR4 has been a slog at times, and there are many things that I would do differently with the benefit of hindsight. But if I am tackling anything I am slightly unsure about I always research it beforehand. It is better to learn from the experience (and mistakes) of others than to make the job harder.

There are so many sources of help, including:

- Workshop Manuals
- Parts diagrams (although I use the Triumph one on occasions, more often than not I use the diagrams in the catalogues from the big suppliers, which are excellent and often include useful notes and annotations)
- Youtube
- The Club – my local club colleagues are always very helpful, and the club has some brilliant Register Secretaries
- Club Website
- Forums

Why make it harder for yourself? Use what's available.

Fuel Pump Refurbishment

One job that I found myself needing to tackle was the fuel pump. During a brief attempt to start the engine I had found that the fuel was not being delivered.

The AC fuel pumps fitted to many of our Triumphs are fairly simple, but are prone to leakage and diaphragm failure over time. I had some choices:

- I could replace the pump with a nice reliable electric one
- I could buy a new original style fuel pump – replica AC fuel pumps are available
- I could refurbish my fuel pump

For the sake of originality, I chose to refurbish my fuel pump and duly ordered a repair kit from one of the main UK suppliers.

When reading up on fuel pumps, one thing that alarmed me was that there is a rubber seal in the bottom which can perish over time, and this can lead to the leakage of fuel into the engine. I found that my repair kit did not contain the rubber seal in question. In fact, no repair kit within the UK appeared to include it.

I decided to look further afield and found a company (The Roadster Factory) in America that sold a far more comprehensive repair kit. Their website (<https://the-roadster-factory.com>) claims that it is the best kit on the market. It wasn't cheap but the shipping cost was reasonable. It worked



out at approximately four times the cost of the British kit but I decided to order it.

Picture 1 shows the two repair kits side by side. The one on the left is the British kit, the one on the right the American one. If you discard the multiple gas-kets present in the British kit (only one of which is actually needed)



you will see that the American kit is far more comprehensive, and is also of much better quality.

The rebuild of a fuel pump is straightforward and the details are covered adequately in the Workshop manual so I will not detail all the steps here.

I completed the rebuild, including the rubber seal (see picture 2), then the rest of the pump including the all important diaphragm (see picture 3).

The metal cup washer under which the rubber seal sits was a little fiddly to remove, but the job was otherwise straightforward.

I now had a good quality, working original AC pump. But the cost of the job and the extra time involved compared to the cost of a



new, off the shelf fuel pump brings into question whether this was the right way to go or not. You pay your money and you take your choice – it would be interesting to hear the experiences of others when it comes to new fuel pumps versus refurbished ones.

**WHETHER 1 MALADY OR 4
ANDY LUCKHURST IS MORE!**

Just a quick note on behalf of those TSSC members who contacted me and asked me to pass on their thanks to **MIKE CLARKE** for his mobility aid article – **THANKS MIKE**, you have helped other members get themselves or others back where they belong, in their TRIUMPH's.

Just as I was about to leave home for the local supermarket to buy 96 cartons of SNICKER bars (Covid essential item) and 4 crates of lager (again Covid essential item as I live in Wales and the Welsh Government (???)!!) tax alcohol at a greater rate than elsewhere in GB), an email from regular contributor **John Williams** arrived with another of his gems to save the day, thanks John and over to you while I pop out to the supermarket to help fund the Welsh Government!!

LOCKDOWN TIME!



Silicone Servo Hose

Being retired, I have had to rely on my TR4 to keep me amused during Covid lockdown. Back in January 2020 I had decided to replace the brake servo hose which ran across the rocker box from servo chamber to induction manifold. Browsing on Ebay, a red silicone hose was described as suitable for that purpose. I purchased a length. It looked cool.....same colour as the engine bay [red].

Now, I have done quite a few jobs since the end of the active season in 2019, but due to winter and then Covid 19, I have not been able to bed in the changes on the road. Whilst warming up the engine I blipped the throttle from inside the engine bay and noticed that as the inevitable backfire took place to a still cold engine you could see a flash into the servo pipe. This was only visible due to its silicone composition and light colour. Gut feel told me the silicone hose being soft walled was incorrect to handle vacuum. I went looking on websites of well-known suppliers for servo hose size and discovered that



Non Return V valve in manifold

a non-return valve is specified for the hose attachment at the induction manifold. My car only had a straight through adapter

I purchased the adapter and at the same time ordered reinforced hose to replace the silicone hose [3/8" ID]. One issue concerned me – at the adapter on the servo chamber, the hose has to be forced into a 90 degree turn to align with the induction manifold, and the hose is fairly stiff. The plastic adapter on the servo feels too delicate to take sideways force. I had an idea of how to overcome this. I had retained the old carb flame trap hoses which take emissions from the carbs back to the rocker box when I replaced them in 2018. These hoses are moulded and the more obtuse angled end allows a smooth line

from the adapter at the servo to the main hose.
Just cut off the other angle and it looks as if it
was made for the job!



Hose cut as shown



Silicone Hose

How to connect them? Why, use a short piece
of the silicone hose as a retaining sleeve! It works
a treat as the photo shows. Another piece acts



Good alignment on servo adapter

as a vibration damper in case of contact with the
bonnet.



Final layout including anti rattle pad

**SERVO ASSISTED OR NOT,
TR BRAKES ARE HOT!**

Bern

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



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INTERNATIONAL LIAISON

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News from Overseas

This month, we are pleased to bring you three very different stories, kindly sent to us from across the globe, starting in Australia, before journeying to France, via Sri Lanka.

Peter Truman in Australia - the owner of an unusual and interesting Dolomite Sprint - brings us the lovely tale of a Triumph Mayflower, with a chequered past, but a bright future, complete with some wonderful Melbourne nicknames.

Peter sent us this picture of the Mayflower being loaded up for its trip back to Blighty from Melbourne and writes:

The Mayflower was first registered here in Melbourne in 1953 where after many years active service it entered retirement and after a restoration by a Triumph club stalwart affectionately known as the "Doc" it did club activities under Club Permit (rego). After mechanical woes, it was converted to be powered by a Datsun 120Y engine and auto box (Ugh).

The Doc had it around 30 years. Unfortunately, around 5 years ago Doc died and a fellow club member "Sleepy" with pressure from "Err in doors" purchased the little Mayflower, she thought it was cute!

Now Sleepy in the last year has returned the car to Triumph originality, but it really didn't fit his stable of higher perfor-



The Doc's Mayflower en Route to Mr Hickey's in the UK, Aug 2020

mance concours vehicles, E Type, Mk2 Jag, Mini Cooper S, TR4, Stag, and a 53 Moto Guzzi bike.

Enter Sleepy's brother in law, on holiday from the UK last Christmas, who also has a fleet of classic bikes. He immediately took a shine to the Mayflower, so it was decided it would return to its birthplace the UK, and be given a new coat of black over silver to give the mini limo the presence it deserves.

Being an Australian resident the Mayflower is in excellent body condition, & now mechanically, but the interior dash has succumbed to the ravages of our southern sun, but that will be relatively easy to source and fix!

Several years ago Sleepy previously returned a mint small wheeled original Mini Moke to the UK for his brother in law!

Incidentally, I have his ex Dolly Sprint as he needed room for the E type. The Sprint is one of 49 specially modified by Leyland Australia with Limited Slip Diff and other bits, for homologation and entry of a Sprint into Australia's big endurance race "The Bathurst 1000".

These rather specia Dolomite Sprints - all Mimosa Yellow - took part in the Bathurst race over several years".

When he wrote to us, Peter's Sprint has only had 3 runs of less than 5klm since March, due to Covid restrictions and lock down/curfew. Hopefully by now it will have had a few trips



Although Shane doesn't seem to be a member, this is such a great story, we felt the pictures at least needed sharing.

The car in question is a 1948 Herald Convertible, which turned 60 early this year. The Heritage Certificate says that it was shipped to Brown and Company, in Colombo, Ceylon (as Sri Lanka was then known) - a company that still seems to exist today.

Shane found it parked up under a tarpaulin in 2016, where it seems to have been since 1993. We know nothing of when the bodywork was so

out as Peter tells us that "to get the LSD to work correctly will require a little spirited driving when we're FREE to go out!"

A lovely tale, and the little Mayflower must be back in the UK by now. I'm sure we'd all love to hear more of it, so if you know anything about it, please let us know!

Next, we have an unusual report, that takes us north west across the pacific to Sri Lanka. This was kindly forwarded to us by **Colin Lindsay**, the early Herald registrar, who had been contacted by **Shane Walgama**.



heavily modified (but hopefully Shane does - he certainly says that the car was racing in the late 70s). It was certainly quite a sight, especially that lengthened nose, still accommodating the headlamp cowl.

What we do know is that Shane has been undertaking an incredible restoration job since and has popped up on the TSSC Forum seeking information and parts. We have now written to him, will send him a copy of this month's The Courier (if we can get his address) and will be encouraging him to join the TSSC and send us a fuller report on his car's history and restoration, so that we could share it with you in a future article. In the meantime, just a couple of



pictures, showing the complete strip back and a very different looking car undergoing re-assembly.

Lastly this month, we travel even further north west, to France to hear from **Paul Walheim** in Normandy. Paul tells us that he has been a TSSC member since 1980 and owned many Triumphs during that time from a 1959 948 convertible (nearly 40 years ago) through to Vitesse 2 Litres with another 948 and a 1200 in between his 13/60s.

Sadly the early 948 convertible was spotted in a scrap yard about a week after he sold it, about 3 feet shorter than it should have been!

Paul hopes that reading about his three current Triumphs in The Courier might inspire him to make some inroads into his daunting list of restoration work. Hopefully sharing this month's article with the daunting recovery job in Sri Lanka may do the trick.

Paul wrote to tell us that he

had "seen a few cars about at local shows (though not this year of course!) but been too busy with house renovations etc to do anything more about it. That will hopefully change soon, but I will then also have to do something about getting at least one of the cars back on the road, they are all a bit sad at the moment.

I do all my own work which is probably why everything has taken (is still taking) so long, the day job always got in the way of things but now I have retired to France, I hope to have time to take up where I left off! That is after the house renovations, maintaining the 1.5 acres of garden, drinking wine, eating cheese etc etc. At least I now have a decent sized garage/workshop in which to operate

The cars are: J reg 13/60 convertible in wedgewood blue, standard aside from 1.75 Stromberg carb on Dolomite manifold and straight through sports exhaust. Sadly that exhaust note has not been heard during the last 10 years as she came off the road for new chassis side rails and is still waiting due to several house moves including the last one to France!

However she is now safely tucked up in my workshop waiting her turn for some TLC!

The trafilgar blue 13/60 estate is a similar sad story having been purchased as a going concern then laid up shortly after when the previous owner-fitted inertia reel seat belts stopped working. She sat in my parents garage for years then when my father died sat in the drive of my mother's new house for a couple of years.

However, now safely under cover and next in line for the TLC after the convertible.

Last but not least is my 1968 2L Mk2 vitesse, this is a pile of parts now that has been moving with me for the last 30+ years. It's probably not fair to call it a car still as the chassis, engine and body plus other parts are scattered across several outbuildings, but one day..... Au revoir from la belle France"

Paul

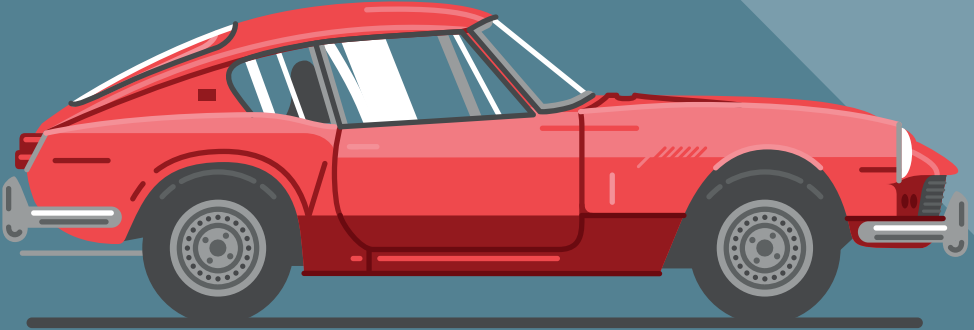
Maybe Santa will read this, take an interest in Paul's 13/60 convertible and bring it some new siderails?

Whatever happens, we'd like to wish you all a very Merry Christmas and hope that your dreams of travel and adventure in 2021 may actually become reality. But don't just sit back and dream the winter away - maybe try to get out in your Triumph, or at least get out to your Triumph to do a little work on it.

And don't forget that we and The Courier readership would love to hear a bit about you, your Triumph and about the classic car world where you are. So, if you've been inspired by any of the stories we've been able to bring you over the last few months, while you may have a little time on your hands, or if you're looking for a good reason to spend a little time alone, thinking of all things TSSC, please drop us a line to kick your ideas around, or just send us a finished piece, at international-liaison@tssc.org.uk

Jess & John

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All I want for Christmas is.....a working overdrive!

It's worth saying before I write much more that this is a fairly high level overview and is by no means meant to be a guide or instruction manual in stripping and rebuilding a gearbox and overdrive unit.

I'm not an expert and I'm not trying to walk you through it nut by nut, gear by gear, just hopefully provide you with an insight and flavour of what's involved should you wish to give it a go yourself, which I would recommend if you are half practical and have a reasonable workshop and mechanics tool kit.

I found it enjoyable and satisfy-



persuading but not half as much as without the 350 psi! When separated the first thing I noticed was how badly 'chewed' the splines were on the main shaft! It was



obvious that something had broken and pieces of debris had been caught in the spline damaging it beyond repair. The oil was very black and looked like thick

ing talking to the experts like **Mike Papworth** and reading the forums.

So to pick up where I left off, using the Enerpac I had managed to separate the gearbox and overdrive, it needed some

lumpy gravy. Looking back into the overdrive where the main shaft spline fitted, there was obviously debris, broken bits of the sun wheel and the free wheel lay in a pool of shiny 'gravy' laced with glittery fragments of metal. I was confident I had not caused this during the process of separating the gearbox and overdrive. This damage must have been caused before it was removed from the vehicle which probably explained why it was



Annulus

removed! The parts were badly chewed and looked like they had gone round a few times judging by the burred and knarled edges of the metal

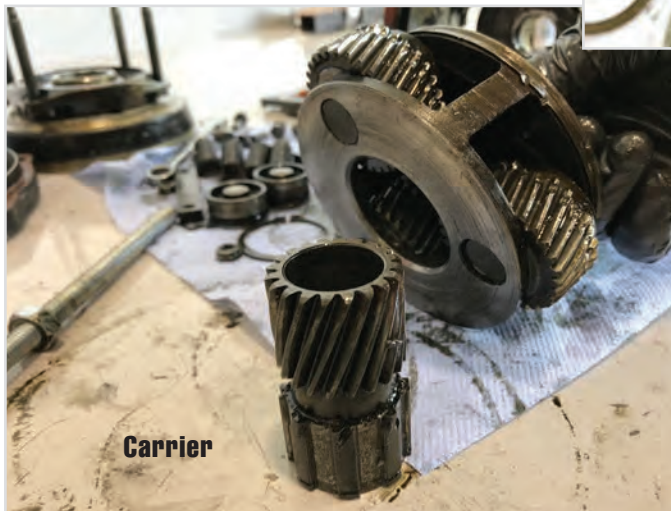
There was only one thing to do and that was to purchase another overdrive from

imagine the interesting noises this would have made when it occurred and the face pulled by the driver and thoughts that ran through their mind! It was obvious I could not salvage anything other than the outer casings! This was confirmed by Mike Papworth when I presented him with the box of bits! He sieved through all the pieces and one by one threw each bit onto the scrap pile with an explanation of why it was beyond repair (not that it needed too much explaining).



Planet gear

Mike. Luckily Mike has quite a few overdrives on the shelf and chose one he felt was in pretty good condition. Indeed when I got it back home to my garage and started to examine it further I realised it actually looked like it had been serviced at some point in the very recent past. The oil was like golden syrup and the gaskets looked new. I checked the main oil filter in the main casing and it was absolutely perfect, no debris or gunk confirming to me as far as I was



Carrier

fragments. The more I dug and stripped the more it revealed that the overdrive was beyond repair, in particular the planet gear carrier and sun wheel were very badly damaged, the carrier itself had been badly bent and distorted and teeth broken and chewed – I could only

concerned that this overdrive was as Mike thought in very good condition, therefore I decide to leave well alone. I also purchased a new main shaft from Mike to complete the build. Whilst I replaced the overdrive Dave, my diff and gearbox expert dismantled the gearbox and identified the parts that needed replacing, more on that next month.

2 Spitfires and 1 swapped engine (in a Pear tree!)

Finally a reply for information on the desperately seeking Spitfire HNP 729T.

Hi Steve,
As always, I went straight to the Spitfire IV/1500 register update in this month's Courier (great work by the way, especially during Covid!). I was delighted to see the photo of the blue 1500 on page 54. It brought back a few memories as I bought HNP in



Nottingham around 2006. By then it was in a tired state but mechanically it did the job and was a useful, if tatty, daily driver for me for a while. When MoT failure beckoned, I swapped the engine and some other parts into my other Spitfire. Both cars ended up at West Country Triumphs in Chippenham for restoration, this was around 10 years ago.

Despite my intent to restore both, the threat of divorce (!) forced me to choose one of them, so sadly HNP had to go and I left it with them in part-payment for the restoration on my other Spitfire.

After a while, West Country had it up for sale on their website and it looked half decent again - it sold shortly afterwards. This would have been about 8 years ago. Hopefully this might be a piece of the jigsaw to help Ian get reunited with his old car.

The engine from HNP is still going well in my Spitfire, although a sticky clutch is preventing me getting out in it just now.

Cheers,

Dave.

Thanks Dave for taking the time to write and fill in some of the missing history for Charlie and Ian. Hopefully it helps. **That's all for now. Have a great Christmas everyone and stay safe.**

Steve



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A Challenging Year

Hi, and a festive 'Hello' to you and yours, or 'Happy Holidays' if that suits you and yours better.

2020 seemed to promise so much, but wow, it changed very quickly. I remember watching the news and the government saying, 'there is no chance of this coming to the UK'. It was at this point I started to worry, as I'm not too bad on history, and many germs and bacteria have found their way to the UK before. I live 20 mins from Heathrow, so I rough idea to just how many people are coming in on a daily basis.

Anyway, its been such a challenging year on so many levels. So many plans ruined and lives tragically changed. We did manage a holiday to Italy in early July, but that seems such a long time ago!!

I had taken early retirement late October last year, so was all ready and planning to attend as many shows and events as possible. The first was the New years day event at Brooklands Museum, Weybridge, Surrey. I have been in attendance probably since it started.

This year we managed a great spot to park.

My dear friend who passed away in October (**Simon Embury**, Obituary in this months Courier) was very much into the marketing and advertisement for Triumph and we had spoken



Naturally, Concorde men choose the Triumph 2000.

Project executives on the Concorde work in an atmosphere where only the highest standards are acceptable. Understandably, they look for similar attainment in their earth-bound transport.

Hence the choice of the Triumph 2000. The only British 2-litre with a 6-cylinder engine.

Powerfully smooth at seventy and up, it's also unshakably smooth at 10 mph—in top.

And its all-round independent suspension assures stability of the highest degree on any kind of runway.

The seats, front ones fully reclining, also provide a high degree of cushioned comfort.

All switchgear is at fingertip command and the interior appointments are of 'executive suite' calibre. Walnut veneer, electric clock, cigar lighter, lush carpeting, and so on.

With the performance and quality to

satisfy Concorde men, the Triumph 2000 must be one of the great satisfactions in life. £1,681-88 ex-works inc. p.t. and fitted front seat belts.

Triumph Motor Company Limited, Coventry. Telephone: 020 3-755111.

Triumph

Triumph put in what the others leave out.

about the advert with Concorde and the Triumph 2000. The next event planned to be South Bucks members Dan James and fiancé Elaine being married late March. Dan had asked if I could assist with the 2000 and I said of course, so that led to the 2000 being treated to a deep clean and wood



refurbishment. Unfortunately, he just missed the cut of date and it had to be postponed

But as the lockdowns continued, the shows and events stopped one by one, and life was, and still is, very different. We have been to very few shows before lockdown 2, so its had little use, but still is nice to get into and see my work hasn't been effected by my kids!

Anyway, upto date now, and I was most pleased to receive an email from **David Taylor**. He is a Herald 13/60 owner now, but back in the 1980s had a 2500 TC. He has kindly written

an article explaining the subtle differences between the heads used on the six cylinder engine. Most interesting reading as I didn't know there was such a difference. Nothing better than receiving info from someone who has been through these challenges first hand and come through the other side!

David mentions he still has one of the rare 'thin' cylinder heads for sale. Please let me know if you want more details about it, and I will pass onto David. Over to David..

Get ahead in a Triumph 2500

"This salutary tale goes to show that two heads are not necessarily better than one, at least as far as the Big Saloons are concerned! It's all ancient history now of course but I guess the unwary owner could still be caught out.

Early in 1984, I bought a 1976 Triumph 2500 TC saloon. All was well until the summer when a cracked head was diagnosed (a fairly common occurrence with the 2500 I believe). No time to fix it before a booked family holiday and I had to revert to my trusty Herald 13/60 for that.

As an amateur mechanic, I had changed head gaskets on different sv and ohv engines and assumed the repair of the 2500 would be straightforward. From a reputable local vehicle dismantler, I bought a replacement head, literally off the shelf. It was labelled simply "Triumph 2500". Well, it looked right and passed a crack test so I had it and the valves refaced for use. Fitting the head followed the textbook until I put on the rocker shaft.

Then - totally impossible to set any valve clearances!

Contacting some Triumph specialist firms (in my pre TSSC days) produced some mixed advice. One assured me that all 2500 heads and pushrods were the same but the blocks and pistons could differ.



Another explained that there were in use "thick" and "thin" heads, depending on the model. A third company confirmed that PI versions used the thin head and were fitted with shorter than standard pushrods. I was beginning to see the light! It appeared I had fitted a head from a PI car. I was then fortunate to make contact with Andy, a helpful and knowledgeable PI enthusiast in Newbury who supplied me with a set of the shorter pushrods.

Using these, I managed to get the car back on the road in September and ran it for about twelve months until a valve burnt out and I had to do the whole job again! This time however, I determined to get the correct head and took one off an engine in the "MM" series at a garage in Hermitage, Berkshire. Reconditioned and fitted with the longer pushrods, it served well until I sold the car in 1988.

I still have the "thin" cylinder head, dry stored (and largely forgotten) since 1985! It has the stamped head number 218225 and the raised casting number 312388.

Having learned the hard way about the differences in the six cylinder engine heads, I have since sometimes wondered how these numbers related to the various models. The history of engines and heads was outlined by Dave Rumens in the March 2012 Courier but the chart shows head number 218225 as applicable to the GT6 Mk 3 and 2000 Mk 2.

However, the article on Engine Identification by Andy Cook in the October 2020 Courier provides a more comprehensive chart which appears to settle the issue regarding the 2500 engine. Head number 218225 with casting number 312388 was fitted to the Mk 2 PI model as well as to some MK 2 GT6 and 2000 cars; pushrod length 8.125 ins (standard pushrod 8.3125 ins).

So if anyone needs a fundamentally sound head for refurbishment, with or without the shorter pushrods and a rocker shaft, please get in touch!"

David Taylor

So, I hope your festivities go ahead as best they can under whatever conditions and lockdowns exists at Christmas time. **Merry Christmas.**

Stay safe

Carl

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In this issue we celebrate 25 years of the **MGF** by putting it up against four other mid-engined sports cars from the turn of the century. Plus, in Pt.5 of our **Triumph SC engine rebuild**, we fit the oil pump, rear crank seal and sump, while Matt George chooses some more suitable jet needles for his **TR6's HS6 carburettors** and also treats it to some new tyres.



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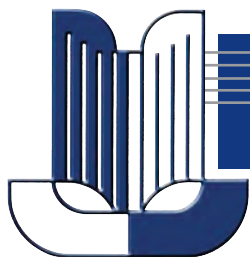


FEATURES



STAFF SAGAS





Simon Embury

Obituary by Carl Swanson



Simon at Nec with Mike Brewer

It's with deep sadness I need to report that the TSSC has lost a great member, Simon Embury.

He passed away suddenly in his sleep at home in the early hours of Saturday 17th October from a heart attack. Simon was 55 and leaves behind his wife and two grown up sons.

I had known Simon for many years but in the last few years, we had become very good friends with him attending many of the South Bucks meetings. We then started to attend various classic car shows around the area, up to very recently with some local car park shows under certain restrictions. Simon had the ability to talk to anyone and would always be mentioning the TSSC to any model of Triumph owner. At the last meet

we were at, a chap had a Dolomite Sprint and Simon used to want one, so exchanged stories. Even found out where the chap lived, and it was very close to where the Thames area met, so gave him the details!

He was probably best known with his TR6, but he also owned a TR7. He had owned the TR6 for over twenty years and it was a fine example, always receiving positive comments about it. I was chatting to a good friend of Simons a couple of weeks ago, and he told me this story. Simon was supposed to be taking the TR6 and his good friend to Classic Le Mans a few years ago in the TR6, when a misfire started. It became worse and to the point of being undrivable. Investigations began, and literally the night before as they are leaving the following day, Simon and him are in Simons garage with the TR6 in bits as various things are being checked and changed and measured, even down to the tapets. Unfortunately, things became worse, and it would not start! Still, not to lose out, they took Simons pick up truck and carried on!

It was delivered to JY Classics and they found it was just the rotor arm that had a intermittent fault causing the issue! I have worked in the car industry most of my life, and seen this type of scenario before, where the minor things are seen as just minor, and must be something more important.

He made several journeys across for the Classic Le mans. Indeed, he was trying to get my middle son Harry to convince me to go with him for this year's event! He wore his green TSSC t-shirt with pride from the Classic Le Mans previously. I am sure if you were there, you would know Simon for his warm and friendly nature.

A few years ago it was Harrys 'prom'. I had a think about what car would be impressive for Harry and his mates, and wondered if the TR6 was possible, but I know what it means to Simon and how long he has owned it.



When I asked, he said 'of course!!' Harry was delighted when I turned up home with it, and he said many of friends liked it, as it looked like nothing else that had appeared.



Back in February, I was out in my 2000 just giving it a run and then I spied a TR7 and as not many of those around, wondered if it was Simon. It was! I followed him for a short time and he saw me, so we carried on towards a local petrol station that had a coffee shop so we sat and had a chat while his TR7 and my 2000 had a chat.

Simon had been a builder through all his life and had his own company. He had decided to reduce work and he and his wife were planning to move down to the coast from High Wycombe. Their plan had actually gone to the point of buying the home by the coast and their house was sold. I spoke with Simon a week before he passed away and he was telling me the amount of people buying houses due to the stamp

duty change, was causing hold ups at local council offices with searches. In a strange way, this actually

worked in his wife's favour, as no contracts had been exchanged so all was stopped when Simon sadly passed away.

Simon's family was touched by the kindness showed when I put the notice of his passing on the TSSC Facebook page. His funeral was held on

the 11th November. At the time of writing, we are under lock down so numbers are very limited that can attend, and no wake. We hope to have a final journey and follow the funeral procession from the South Bucks area's Triumphs.

Simon will be greatly missed by everyone who knew him. Such a thoughtful and kind- and warm-hearted person.

Goodbye my friend.

Carl Swanson.





BOND EQUIPE

GUY SINGLETON bond@tssc.org.uk

Unusual Convertible

December, what a year it has been, let's hope the current lockdown does the job and that 2021 is a better, more normal year.

I recently had an email from Paul Grogan who had found an old advert online for a 2 Litre Equipe.

<https://autoinsiders.co.nz/auto-fair/sales-ad/2113/Bond-Equipe-1970>.

The advert reads as follows:-

"Bond Equipe 1970 2+2 NZ New.. Has original Bond ID Tag, Registration on Hold till 28/01/2020 2 litre motor, Original Matching Numbers, the same motor as the Triumph Vitesse had, with original Twin Stromberg Carburetor's, Four Speed fully synchro Floor Change Gearbox with Rotoflex Diff and Front Disc Brakes.

The body is mostly Fiberglass, as well as the Flip Front End including the roof, which is a Detachable Hard Top

The car when New, did not Feature a Convertible Top, however I have seen on Google Images of this Model fitted with a soft top, I am unsure if they are an original Item to the car? or an Aftermarket one?

The car starts and drives and can be driven on to a car transporter, or trailer. However the car has a left front sticky brake caliper, which does not prevent it from being driven, the rear hard top window is in excellent



condition, is currently out of it, because the rubber has perished and requires a new one.

The left front door panel has the vinyl removed from its backing, as the cardboard backing





was tatty, and has had two new wooden ones crafted professionally and requires the vinyl to be refitted to the panel which I still have.

This Classic Car has all of its Original features, (ie) Factory Racing Steering Wheel, Gear Knob, Gauges, BOND Badges are there for the bonnet, but the boot is missing one letter, The O.

This Classic is being sold in "as is condition" because of no registration, and no current warrant of fitness."

When one looks at the photos it is apparent that it was a coupe which has been converted into a tourer, by making the whole fibreglass roof removable to form as convertible, but without a soft top. Looking closely at the photos it looks to have been done nicely, al-

though one cannot see how the rear window detail has been done. It does give one a full 4 seater convertible, although of course a sudden shower could be a bit of a problem! This is definitely something different and an interesting conversion.

Unfortunately it turned out to be an old advert and there was no way to contact the seller, so that he could pass on information on Equipes to the buyer.

Looking at my Register of Equipes, this is a late car – 37th from the end of the production run, and is in a batch of 4 cars in New Zealand with very close numbers, it would be interesting to find out if the cars in between also went to NZ – anyone over there please send me details of any Equipes you find.

I hope everyone has a Happy Christmas and a Prosperous New Year, and take that Equipe out for a drive and blow away the cobwebs.

Guy



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1600, Mk 1&2

DAVE RUMENS vitesse@tssc.org.uk

Standard Road

Merry Christmas and seasonal greetings to all. This month's article, though not concerning the Vitesse, does however relate directly to the company that built them and its history. The photos and their background used in this article were given to me by a family member and you could say it was an early Christmas present. Well that's the way I consider it.

As we know like most manufacturers Standard Triumph had a number of facilities throughout the UK. In the case of Standard Triumph most were around its home territory of Coventry, but some were set up further afield where there was a need for a service/spares depot, other than provided by the dealers, to provide more local support. This was particularly true for the London area and the home counties. If you look around the

Park Royal area of north west London, you will find both Sunbeam Road and Standard Road. Though

Pic.1.

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<i>Supplying and fitting oil pressure pump</i>	<i>10 12 6</i>
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<i>Supplying and fitting fuel pump</i>	<i>5 11 6</i>
<i>Supplying and fitting carburettor</i>	<i>13 0 0</i>
<i>Supplying and fitting cam shaft</i>	<i>35 5 6</i>
<i>Supplying and fitting cam belt</i>	<i>13 1 14 6</i>

137 14 6

REGISTERED AND TRADING TIME SIGNATURE

BY *[Signature]*

PLEASE QUOTE Rep. C/S No. 163549

Rep.	Oil	Paint	Exhaust Tax	Stamps	Total

Pic.2.



Sunbeams were fine cars it's the Standard Road that interested me. I can hear you say well that's where the Park Royal Depot was.

Well no, that was in the same area but at Dukes Road, Western Avenue and not Standard Road. So, did Standard Road have anything to do the Standard Triumph? The answer to that is yes. So, we need to look back firstly at the Service Depot at Dukes Road, Western Avenue, **Picture 1**, where they built a few specials to order e. g. The Vitesse Estate. This site was originally a Hooper's body assembly facility and was re-leased to Standard Triumph in 1959/1960. However, before that the spare and service depot was located in Standard Road, which it had been for some 30 years, **Picture 2**.

I am not sure why the change of site took place but, I suspect it may have had something to do with reducing costs as the company wasn't in the best of fi-

nancial positions at that time. This fits in as Standard Road was also involved in producing some of the information contained in the factory workshop and customer manuals. With its closure this was transferred to Coventry which sounds the sort of cost cutting normally applied by business. My involvement came when I was talking about Standard Triumph with one of my relations. This may not sound like the normal subject that we would have both been interested in, but the reason will become apparent when you read on. My relation had owned a number of Triumphs in the 1960/70/80's and has happy memories of the family Mayflower.

Indeed, there was a common connection,

however the interest went deeper than this. Their father had worked for Standard Triumph at Standard Road, Park Royal, London, his name was **Edward Rumens** and was known at work as **Eddie**. He was employed in an administration role and not on the technical side of the company. Eddie started at the Standard Road depot in 1934 and apart for war service from 1939 to 1947 was there when closure loomed in 1959. He then moved with the company to the Liverpool Road Spares Depot, Slough.

More company changes saw the closure of the depot which resulted in his move to the Berkley Square offices. He finally left Triumph to work for a major distributor, Halls of Finchley, in 1965. Eddie had a large involvement with the Standard Triumph Social Club, it is believed he was the secretary for the Standard Road branch which worked closely with the Coventry branch. I can remember in the 1990's visiting, on business, an ex BL parts supplier in the Coventry area and seeing information relating to the Standard Triumph Social Club on their notice board. It's a small world. As a result of Eddie's work with the social club he had amassed a number of photos of their dinners

and outings plus some of other company events, which give feel for the period and the people involved. I, like most, will be able to identify some of the prominent people in the photos, but it will be interesting if anybody can recognise others they may have known. A few names of those who worked at Stan-



dard Road; Les Bickerstaff, Len Davey, Joseph Duff, Sue Percival, Brian Redhead, Ruby Wade and Peggy Wilcox.

Let's look at the first three photos because each contains a prominent member of the Standard Triumph management board. Looking at [Photo 1](#) we can see Sir John Black seated third from the left. behind him on the right is Eddie Rumens and on his left Les Bickerstaff another long serving member of the company.



In [Photo 2](#) is Alick Dick Standard Triumph's chairman from 1955 to 1960. He is seated on the front row. Eddie is standing behind on the

left. Photos 1 and 2 presumably were taken at a company social event. It looks like some high-level debate is taking place in Photo 3 with Stan-



ley Markland third from the left who became MD when Leyland Motors took over Standard Triumph in 1960 and injected some well needed money into the company. Photos 4 and 5 were taken at



one of the social events which could have been at the Park Royal Hotel as given in Photo 6. I am not sure if Photo 7 was taken at Coventry. Though with everybody being given one bottle of beer it looks more likely to be taken in the works canteen at Coventry in the 1950's. Photo 8 was taken at a pre-war outing. Whereas Photos 9 and 10 were taken in the late 1940's and early 1950's of an out-



ing from Coventry. Incidentally there are a couple of the Rumens family in these photos.

In those days people felt part of a company and the outings were all part of it. A company group picture in Photo 11 shows Alick Dick centre on the front row. Was this taken at the Standard Road depot, to me it looks as if it was.



9.

Photo 12 overpage is a similar company group picture taken at the Standard Road depot. There are some very sharp looking characters in Photo

13 overpage, which is believed to be taken at the launch of the TR6 at Berkley Square.

Would you buy a car from some of them?, well



10.



11.



maybe I did but it was so long ago a can't remember now! The last [Photo, 14](#), is Eddie re-

ceiving his long service clock. I am indebted to the Rumens family for saving these rare photos of the social life of Standard Triumph. It is probable that as time goes by much of Company's history will have been lost. However, in this case due to my relation's concern over preservation of this information I have been able to preserve, in print, some of the social history of the company and the people involved.

If you can identify any of the people in these photos and/or locations then please get in touch with me.

Don't eat too much over Christmas, although I probably will!

See you all in the New Year.

Safe Driving & Keep Running On All Six,

Dave



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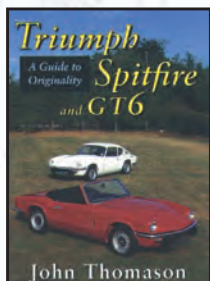
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MOSS TWIN BOX EXHAUST. A full system, down pipe and the two Boxes are Stainless with a new Y piece centre section in Mild Steel. All working but with a few scrapes. Removed as I have gone back to a single system. Very large a heavy so pick up only. £50. **David Hoskins (PRESTON) 07837 845098.**

VITESSE 6 GEARBOXES. Two gearboxes 3-rail 3-synchro type. One fitted with a type D overdrive mainshaft, the other non -o/d. £75 & £50. No bellhousings. Reassembled from dismantled boxes, with some replacement parts. Phone for details. **Graham Hicks (Bromley) 02087 776106**

TRIPLE SU CARBS. 3 HS6 carbs on John Thomason manifolds, new jets, ethanol resist float valves, 3 K&N filters (fit 1.5" but easy mod) with new elements, gaskets, fittings, need link

age etc made up, some home made parts available, nice winter project for your six cylinder, £500.00 **Barry Thurgood (CM2 27EP) 07549 402589**

SPITFIRE MKIV PARTS. Workshop manual, static belts, type 14 pads, All New. Lucas Headlamp, Smiths Rev counter, Handbrake cover, Lever Oil Gun. **Alan Whitaker (Hampshire) 07971 809476**

SPITFIRE MKIV MANUAL. Official ST workshop manual (part no 545254) In West Kent. Best collected! £10. e-mail. **delandwen@btinternet.com Del Holman (West Kent) 01732 743747.**

5.5J DEEP DISH WHEELS x 5. Professionally restored recently. On new tyres Toyo Proxes 185/60/13. They looked fantastic on my Spitfire which is now sold. Cost me £750 and a lot of searching / legwork as these are rare. £750 ONO including delivery to UK. **Jon Martin (Devon) 07836 355059.**

FACTORY SPITFIRE HARDTOP. Needs new headliner, prepping and painting. Current colour mid-pageant blue. Can email images. £300 on in-

cluding delivery to UK. **Jon Martin (Devon) 07836 355059.**

PERFECT XMAS GIFT. Gold-plated Triumph Standard Key by Bellfax. Never used and in good condition. £40. **Steve Meredith (Malvern) 07887 706153**

TRIUMPH SPARES. TR4 - Steel petrol tank with sender, good condition £50. GT6/Spit/Vit/Herald GMC205 after market clutch master cylinder £30. Front valance L/H & R/H Fibreglass fit GT6 Mk3/Spit MkIV & 1500 £30 ea. **Doug Balderson (Stamford) 07860 415950.**

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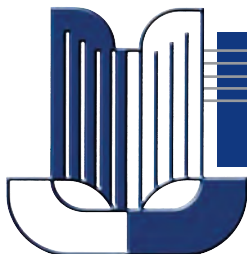
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TSSC OFFICERS

Triumph Sports Six Club

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

HERALD 948/1200/1250

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

HERALD 13/60

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

SPITFIRE Mk I/II/III

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

SPITFIRE Mk IV/1500

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

VITESSE 1600/ Mk I/II

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

GT6 MkI/II/III

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

BOND

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

SPECIALS

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

BIG SALOONS

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

TOLEDO/DOLOMITE 1300/1500

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

TR 4/4A/5/250/6

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

TR7/TR8

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

TRIUMPH ACCLAIM

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

STAG

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

TSSC TRIUMPH ARCHIVE

Ben Broadbent, 28 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

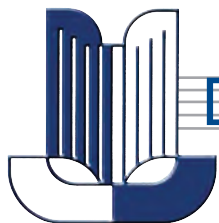
Nigel Hill, 32 Hollyhill Road, Selston, Notts. NG16 6EF. Tel: 07976 163006
e-mail: nigel.hill@hotmail.co.uk. TSSC HQ: e-mail: info@tssc.org.uk

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PUBLIC RELATIONS OFFICER

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



December 2020

AREA
NEWS

AREA
Directory • News • Events

Coronavirus TSSC Advice ALL Meetings cancelled

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

*Merry Christmas
Everyone, Have a
Happy & Safe
New Year!*



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 8GE	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
DENMARK	Morten & Lillian Hildebrand	hildebrandrandi@gmail.com
FRANCE (Poitou Charentes)	Victor Thompson	vcandvh@gmail.com
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SWITZERLAND	Robin La Barre	robin.Labarre@Bluewin.ch
SWITZERLAND	Philip Bellamy	0041 79 347 1221
UNITED STATES	Ben Blaney	benblaney@gmail.com



Area Liaison Officers Report

Andover

Triumph Sports Six Area Liaison Officers

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

We would like to say a big Thank You to all our area Organisers for helping your members through this difficult year, not a great year for all but hopefully have great memories of meet-ups when you did. But unfortunately we still aren't able to do this due to recent lockdown rules. Let's hope that for 2021 news will be better.

We have organised through the council of management the use of Zoom meetings which will be free. Any area Organiser can contact us to be scheduled in to use this facility for there area meetings. Please contact us on the usual way (As above).

There is already an uptake for this from two areas who are going to use this for their area AGM's and if you look in the Courier Norfolk Area Paul and Christine Girling have organised a Christmas Zoom quiz for you to do from the comfort of your home. Christmas attire to be worn this facility is free for the use of conducting of Area meetings.

We will explain how this will work for all, so please give it a go.

We thought this may be a way forward for the future as it was very successful for the AO Seminar and AGM this year. We know some of our area Organisers use Zoom already and that is going very well indeed.

Looking forward to 2021 with the Triumph International at Malvern and Le Mans keep fingers crossed these events will take place. So here's to Wishing each and everyone of our super Area Organisers a Very Happy Christmas and look forward to the new year of 2021.

Please take extra care of yourselves and stay safe, see you all soon again. Warmest wishes.

Nigel & Di.



Andover

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

Tel. 01672 514241

Another quiet month around Andover area, and even quieter now that we're back in Lockdown. Southampton Bob has sold his TR6 at auction, just before the second lockdown. He said "Hammer price seemed about right compared with the other TR6's in the auction. There wasn't much point in having it if it could hardly be used and it would just deteriorate. The MGB is nicely protected in the garage now and can be given a run without moving any cars. Not top condition but is sound and goes well. Maybe in the summer I'll think about Triumphs again."

Well, we won't hold that against him and hope to see him - even with the MG, at a meeting once that's safe again.

Geoff has used the Herald a few times between the lockdowns.

Tim "managed to use the Spitfire through the Summer whenever there was reasonable weather. We met up at Shalbourne, the only show Helen and I managed this past year. The Spitfire has behaved itself without any mechanical issues, all the work done on the drive train last year has paid off making it a pleasant drive with fewer of the knocks and whines we live with normally. I am now planning some tasks for the winter. Nothing big, but there are a few things that have been with the car since I bought it that could be better. One is the headlights still wired direct through the light switch without a fuse. I have been reading up on introducing relays on the TSSC forum so hope to do that. The wiring on the car is generally good but the headlights are a nagging worry without a fuse."

Kevin told us "the really best bit was taking Spitty out for a run yesterday in the sunshine. It had broken down twice on my previous trip on the last dry day a couple of weeks ago. I had been unable to find anything amiss but the sudden cut-outs felt very electrical. So I replaced the coil and condenser and kept my fingers crossed. All good so far."



Andover - Avon South Bucks

Andover Continues

In the meantime, we've been getting the house re-thatched, and getting ready to put a small extension on the back of the house, so Guy has been cutting out part of the lawn to provide more parking and turning space beside the house. He did have Baby Blue out the other day, but only in order to get to an engine behind her that he'd sold to someone locally who's building a kit car. Blue misbehaved by not starting so he's attached an intelligent battery charger to prevent that happening in the future.

We very much hope everyone manages to have an enjoyable festive season, regardless of whatever Covid rules are in force at the time, and we hope to meet up with you all on the other side, so to speak.

Suzie & Guy

Avon

e-mail: daverover@hotmail.com

Tel. 07860 878058

As we approach the festive season and then a new year, I am sure there are many people who would rather forget 2020. Some will have been unwell, maybe 'lost' a loved one or are just fed up with constant battle to stay safe and protect themselves and others from a virus that affects different people in different ways but never good ways!

Some great news following the AGM, two of our members, Sue and Angie, were given a Special Thanks Award by the Club. Well done to you both and thank you for the work you put in to collate event dates in and around our area. It is a valuable contribution, let's hope that in 2021 we can make use of the list as we have in the past to enjoy times at shows with those with common interests.

My thanks to Linda for sharing photos of some of events that they were able to



attend, a few of them are here for all to see.

If you have been working away in your garage and have progress and news on any of your projects then take a photo or two and let's share them with other members. One thing we have missed is our local meetings where we can natter about what we have been doing.

I write this as we enter another lockdown. Currently there are, for the foreseeable future, no monthly meetings. This will change as soon as government advice allows.

Stay safe

Dave

South Bucks

e-mail: varsas20@yahoo.co.uk

www.tssc.org.uk

Tel. 07818 052276

Hello everyone.

I have some sad news to bring you, member Simon Embury has unfortunately passed away at the age of 55. He meant so much to so many people, this was mainly due to his happy and joyful attitude that he brought to any setting he was in.

He was always willing to speak to you no matter who you were and what your background was and made you feel included in a conversation and was extremely understanding. He always encouraged people to do things whether that was to do with Triumphs or any other ambitions in life and was a very motivating person to be around and ultimately he just made your day better.

He will be sorely missed by anyone who knew him and made a massive impact into many people's lives. Thank you Simon for everything you have done for us.

Harry & Carl

EARLY DEADLINE

For Jan Area News

**Copy in By 6th December Please
Due to Christmas Break!**



Cambridge Cheshire

Cambridge

e-mail: cambridge@tssc.org.uk

Tel. 07795 436149

A relatively quiet zoom meeting in November where we all shared our lockdown car project plans. Tim fed back on his recent car upholstery course and was offered a couple of projects to get his teeth into after we'd seen how well he had done his spare MX5 seats in blue leather. I recounted how the head on my vintage car was off again after I failed to follow the instructions on tightening the head studs to the letter and she blew the new head gasket. There was a discussion on a trip to Northern Ireland next year, but we all felt everything was so up in the air it was hard to commit to anything.

We decided that what we needed for December was something that wasn't just another Zoom chat, great though they are; suggestions of a quiz or interactive silliness weren't as attractive as the idea of a fully socially distanced drive, even if it is just five miles down the road and back. Each car's contents will be kept at least 2m separate in fresh air at any chat in the carpark at the start, during the drive and any chat afterwards so bring some warm clothing.

Obviously we haven't been able to do this during lockdown 2 but, subject to lockdown 2 lifting on time as planned and approval of our Risk Assessment by the club, we might sort something out for the **December meeting on Monday the 7th of December**. I will email everyone and put it up on the area Facebook page: <https://www.facebook.com/groups/TSSCCambridge>

The subject of the area having an AGM came up and before I knew what was happening almost immediately everybody started shouting 'Tom for AO again'. When this happened last time I was temporarily impressed that I'd obviously managed a less rubbish job than I'd thought, but it dawned on me just after that meeting, and again now, that they just wanted to make sure it wasn't them being picked to be the AO! I remain quite happy to share the Area Organising with anyone who wants to help take some or all of it on, and welcome any and all ideas on events and activities we can try out, but equally, I'm happy to carry on doing my best for the local Cambridge Area. As they say at all the best AGMs, 'there being no further business the AGM concluded.

We all hoped that we've all been able to get hold of enough parts and spares to be able to get on with our cars during this second lockdown. Remember: Do more with your Triumph!

Next meeting is hoped to be a drive from **Babraham**

Road Park and Ride on the southern outskirts of Cambridge from 7pm on Monday the 7th of December, but it depends on lockdown, risk assessments, weather and even the whim of the gods. We will have a Zoom session at 8pm on **Monday the 7th** if it has to be abandoned.

Tom

Cheshire

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Merry Christmas folks. I hope that's an appropriate thing to say at the moment, and I trust all are well and staying safe.

Last month I described an overdrive test that I performed for a neighbouring Area Organiser, and how the test had failed with a suspected cone clutch stuck to annulus. After the aforementioned AO had performed the patented Cast Iron World treatment for this malaise, and heard the 'ting' that indicated things had been stuck and were now no longer stuck, a request was made for a further test (as overdrives may have more than one fault). So, said AO came to the Branch Office, and the gearbox was placed in position for the test. However the gearbox was now full of oil, and the 1 kilowatt motor was unable to drive the gearbox, so the high-tech coupling (3 inches of heater hose) disintegrated. A new piece of heater hose was applied, about half the oil drained out, and the test subsequently passed - the speedo showed the requisite increase, and the overdrive would not turn in the reverse direction until the solenoid was released.

This was not the end of the saga. Apparently the propshaft that came with this gearbox wouldn't connect to the diff flange. I described the two sizes of flange that I am familiar with on the small Triumphs, and was then shown a photo of the diff on the target Vitesse. This photo showed the 'smaller' flange as found on Heralds and earlier Spitfires, so there was no surprise the larger (later) flange on the propshaft did not fit. Subsequent investigation indicated the diff was stamped HC, so the casing (at least) is from a Vitesse. One wonders why anyone would fit said flange to a Vitesse diff? As luck would have it, the Branch Office possessed a flange from a Vitesse diff that disintegrated in 1988, which has been traded for some John Bishop Covid Testing fluid.

As we're not having (indoor) meetings, we had an outdoor thing at Redesmere early on a pleasant Sunday morning. Four cars turned up and parked at the requisite social distance for cars, so there was a pleasant time exchanging the usual greetings and wonder-



Cheshire Cornwall - Devon

Cheshire Continues

ing what it was a certain person had got this time (the list is rather long). Another vehicle (modern) apparently turned up just as we were leaving, but this wasn't identified as a Triumph, so we had all disappeared by the time a parking spot had been found. This 'thing' may be repeated when we have another sunny Sunday, no meltdown and there are no other commitments. There may also be a 'Risk Assessment' or more likely a 'Risk Reduction Strategy' on the web site in time for the next one (at the time of writing that's some way off).

I attended the AGM via Zoom (in the company of many others) and I've lost my notes! However the minutes are on the TSSC website.

We had a better attended Zoom meeting this time round, with our man from Crewe back from the clutches of a person wielding a very sharp instrument. It was noted that the man from Gee Cross had had enough of overdrive tales, after his own extensive saga, episode one of the Cast Iron World Saga (see episode two above!!) and then the article in the Courier by Steve Payne about.... Overdrives.

The conversation switched to exercising and things, and then to tomatoes and chillies (it says in my notes) and then to getting paint made 'to pattern'. An emporium in Stockport has been used for this, as the Herald Estate in Crewe seems to have consumed the original stock of paint, and needs more to complete the task. This took us on to doors, in particular the lack of same in good condition. So, new door skins are in order (see article in the Courier!!) with the possibility of door frame repairs. I indicated that Spotty the welder would (in my opinion) be the ideal tool to attach a frame repair, but unfortunately Spotty's owner has once again broken Spotty. A new Spotty can (in theory) be purchased at a mere £250 plus VAT, but has been out of stock for some time.

Our next meeting is on Thursday 3rd December. This was originally to be at the Cock and Pheasant, but that's not very likely. So, it'll be Zoom once again, with the requisite spells emailed to the usual suspects. Details also on the TSSC website.

Cornwall

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Hi All. Well we have come to that time when we should be together for our festive gathering, sadly none this year like all the events we have missed during this awful 2020. I do wish all of you to have the

best Christmas with your loved ones and lets do hope this horrid virus will be over soon.
Keep safe everyone

Carol
x

Devon

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As the year draws to a close we have little to reflect on car-wise. In January we had our usual hugely attended carvery at the Smugglers at Dawlish. In February, for a change, we had skittles at the Royal British Legion Club at Newton Abbot, which was a fun afternoon but, in hindsight could have been one of the few opportunities to use our cars as a Club! In March, just prior to Lockdown, we managed a run from the Two Mile Oak Inn, organised by Rob Lingard. All of these were much enjoyed by all who attended.

We had been made welcome by the new licensee of the Claycutters, Ivor, but inevitably our visits there were curtailed by the Lockdown.

By April we had been told by TSSC nationally that we could not organise anything at all.

Eventually, in July, we managed a trip to local ice cream maker, Surfing Cow at Holbeton near Plymouth. A good turnout of cars, with members delighted to be out and to be eating ice cream.

In August, we managed a socially distanced picnic at Yelverton, with a lovely run over to Roadford Lake. Huge thanks to Jon Chartres for planning this one.

Early September saw Peter Howell invite us back to Cornworthy for a picnic after a lovely run from Kingsbridge along the coast and the Slapton Line. That ended in torrential rain!

Shortly after that, we were again told that we could not organise anything as the Rule of 6 came in and more and more events became victims. With Lockdown 2 starting on 5 November, we are again unable to plan anything as a Club for a while longer.

All of your Area Organisers 'attended' the virtual AGM of the Club nationally, which was a great success and saved us all a huge amount of time and travelling up to Leicestershire. A really interesting meeting which, amongst other topics, reminded us all of the importance of using the Club Shop, supplying good quality parts at a huge discount to members provided you have LOGGED IN to the site with your membership details. Suggestions were made of improvements to the site to emphasise this arrangement.

Accompanied Young Driver policies are now available through Classicline, one of the Club's approved insurers. Via this you can sit alongside your 17 - 25

Henry



Devon - Devon North



year old driving your Triumph and they will be insured for only in the region of £40 per annum. Obviously they do not accumulate a NCD but it seems to us that this is a huge step forward in encouraging the younger members of our families to follow in our Triumph footsteps. When talking to Classicline, they do emphasise that you have to say you want to take part in the Accompanied Driver Scheme, as only one of their insurers, ERS, provides the cover.

Close on the heels of the national AGM came our October virtual Club night on Zoom - with thanks to Andy Luckhurst once again for the technical expertise! This time we were delighted with the 'attendance' with the most Devon members we have seen. First on was Mick from North Devon updating us on progress of his TR7/8 rebuild, followed closely by regular attendees Darren, Robert, Jon and Phil. Successfully joining this time were Mark & Jane P and Marc T. We were delighted to see first timer Nigel from Kingsbridge too. A good chat ensued with advice given liberally together with congratulations to Darren on the results of his recent compression test on the EFI Herald. After the meeting ended abruptly at 8pm (we only have 40 minutes free before it cuts off), the clever amongst us, namely Nigel, Jon and Phil, managed to log on again and continue to chat. Must be something about all of them having GT6s! I think I promised Jon I would not snitch on his dirty secret - but let's us just say it involves something MG!!

Our Devon AGM should have been last month, but we have agreed that the status quo will stand until hopefully November 2021.

The Club continues to plan for the International event held in conjunction with the TR Register. This will be in mid August at Malvern Showground. For your Club to gain from this show, it is imperative that members pre-book through TSSC so that a portion of the entry comes to the Club. This is a major event for the Club and we would encourage as many of you who can to attend. Last time there was a similar joint event, there were in excess of 1000 Triumphs there - fantastic to see and to chat to so many fellow enthusiasts.

It looks as if for the time being at least, our meetings will continue via Zoom, so our next Club Night will be Wednesday 16 December. Watch out for the email with the link in it. To join the 'meeting' just click on the link and wait to be let in to the meeting.

I know many of you are itching to get out and about again, and as soon as we are allowed to do so we will be hot on it. Already we have volunteers to organise runs in a Covid safe way so watch this space.

It seems very odd to wish you all a very Happy Christmas without the prospect of our usual get-togethers. If we cannot use our cars together, we can at least give them a little pampering as we would ourselves over the festive season.

To the many new members who have joined the Club this year, a big welcome to the wonderful world of Triumph, and remember you get your Area Organisers thrown into the mix FREE, as part of the great package you get with Club membership!

In the meantime, keep safe everyone and if you get SO fed up not being able to use your car, Amanda from Okehampton found this poor Spitfire bonnet in a shop in the town!



Coming up in Devon

Wednesday 16 December Club Night on Zoom

Sue, John and Nigel

Devon North

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As you will have seen from last month's Courier, the AGM was a great event this year.

I had tabled some questions beforehand on behalf of Devon and North Devon. These were raised by various people during our area Zoom meetings. I thought it would be worth including the questions, and the responses given by Chris Gumby on behalf of the club, for the benefit of those who did not attend the meeting.

I was surprised to learn on the day that we were the only people to have raised questions!

1. The loss in 2019 contrasts with a healthy surplus in 2018. This appears to be (to a large extent) attributable to the Events Surplus (£3,062 in 2019 com-



Devon North

Devon North Continues

pared to £22,254 in 2018). To what extent is the cancellation of the planned flagship event in August likely to affect this year's accounts?

A: The £22K surplus in 2018 was mainly from the Le-Mans event. Chris recommended attending in future as he says it is an excellent event. It is also a great source of income for the club, with the majority of the money being made at the bar! However, it is only held every two years. It was due to have been held this year - all deposits etc. have been held over until 2021. This means that the annual club figures always look good in a Le-Mans year, but less good when the event is not held.

The Stratford event planned in August has not resulted in any direct loss this year and with all the booking for Le Mans having been carried over, there will be no major dent in this year's finances.

2. Given how successful the joint event with the TR Register was last year, how will the club seek to maximise income from next year's show and ensure that a healthy surplus is made?

A: The aim of these events is to be cost neutral, so a £3K surplus last year was good. Assuming the Malvern event goes ahead next year, the best way to maximise income is for members to book their tickets through the TSSC. Last year we took approximately 1/3 of the income from Stratford, with the TR Register taking 2/3 of the income (the same ratio was used to divide the costs). This was based on ticket sales. However, Chris is aware that there were a significant number of TSSC members who bought their tickets (in advance) from the TR Register - please order your tickets for next year from the TSSC!

3. One of our members has been comparing the annual membership fee for the TSSC to other clubs and has asked whether reducing it would potentially encourage more people to join. For example the Morris Minor Owners Club charges an annual fee of £35, the MG Owners Club £42. Has the club considered reducing annual fees or at least not increasing them year on year? Are there other revenue streams which could be exploited further (the Inter Club Triumph Weekend being an obvious example)?

A: Chris was clear on this one, and emphasised what good value membership of the club brings. For example, we publish a high quality monthly magazine, the club shop supplies high quality products at fair prices, there is an excellent insurance scheme, we have a thriving community of local areas, and there is a knowledgeable team of professional staff at Club HQ. The club is also very lucky to have the HQ including the museum.

MMOC may be cheaper, but does not have its own headquarters and does not produce a magazine

every month

The TR Register only produces its magazine every six weeks and charges a higher annual membership than we do

With regard to other revenue streams, revenue from events such as Le-Mans & the International Weekend (refer to Question 1) is supplemented by increased revenue from renting out part of HQ - this is working well. There is also the Club shop. Last month's Courier included an article by Tom Hartley on the forthcoming website improvements which will help support this. Don't forget that the club shop is an important service, and offers HIGH QUALITY parts, unlike some of the specialists. Chris also talked about the TD Fitchett-supplied panels (see October Courier).

4. Most members would agree that a key benefit of club membership is the excellent Courier Magazine. However, publishing a printed magazine is expensive. Has the club considered offering a reduced membership fee in exchange for people receiving an online version of The Courier? (this could be by email or download, could be watermarked to prevent copying etc.)

A: Chris talked about the recent changes, whereby an online version of The Courier is now available to members as soon as it has been published. Again, details of this were included in the October issue of The Courier.

My own thoughts on the club? I first joined in 1987, left for a while then came back. I personally think we are very lucky to have the club, and I believe that the current COM and dedicated team at HQ including Angie and Bern, have done an excellent job to keep the club viable and vibrant. A few years ago, the future of the club could have looked very different, but with effort and perseverance the team has turned it around. The club has been an important part of my life for many years, and I for one hope that it is still here for many decades to come.

November Zoom meeting - Thursday 5th November. On an autumnal and cold Guy Fawkes Night, we had an excellent attendance at our Zoom meeting.

We welcomed new member Richard from Okehampton. Richard has a Spitfire Mark 3 which had spent many decades in his garage. He has now decided to get it back on the road, and is having the bodywork attended to by a local company in Okehampton. It was great to see you Richard!

Bob Mellor was joined by his dogs. I think Ann was somewhere in the background but it was difficult to tell as the dogs kept obscuring the picture!

Bob has been using his Vitesse on sunny days, and will continue to use it over winter if the opportunity presents itself.

Robert Hodgson had not been in his Triumphs recently, but had just acquired a 1973 Lancia Fulvia



North Devon Essex

from a friend. He's lucky to have such a rare vehicle. Robert has helped his friend with the car in the past, but his friend was not using it and finally passed it onto Robert. We look forward to seeing it at some point.

Mick has had his work cut out sorting out gearbox issues on his daughter Jo's Herald, as well as working on the TR7s.

Jonathan Chartres and Bob Burnsey were in attendance, and Sue and John were sat with their cat who is now recovering from its injury.

Darren has been fitting a new bathroom and Malcolm was researching fuel hoses while we talked!

With the continued COVID restrictions, the Zoom meetings have been an important substitute for our usual sessions at the Crealock Arms. I would encourage you to join us!

**North Devon Zoom meeting:
Thursday 3rd December**

Andy

Essex

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Mike. 07860 708356

A call for Help. In September a Member called Phil from Derbyshire area asked me if I knew of anyone with a rolling restoration Vitesse, so I said I would ask around.

Consequently at the beginning of October I received a message from a lady who was given my number by Angie from Head Office regarding a Triumph Vitesse which was owned by her late Father. The car which was in a bit of a bad state was his project and he also had lots of new parts for it, since he died it had been sitting in the garden gathering rust.

She wanted to know if I could give any advice on what to do with it. I told her it would have been a shame if it was either broken up or discarded like so many other older vehicles. Debbie said she would really like it to go to someone free of charge who could restore it and she would like to see it when it was done, Debbie sent me some photo's which didn't do it any justice at all, as it did not look repairable. I said I had someone in mind that maybe interested and then contacted Phil from Derbyshire and sent him photo's and on looking at them he decided that it would be too much for him to restore.

I then put the photo's on the Essex face book page to see if anyone in our area would be interested in a project. In the back of my mind I did think about Steve and a few days later he actually contacted me



and said he would have a look before committing himself. All went quiet from Steve until the end of October when he phoned to say he had seen the car and had picked it up with all the parts. Steve said thinking about it he decided he could not let this vehicle go as scrap and on looking at all the spare parts he could restore it adding some of his own parts that he had in his garage.

I was glad to be able to help save this vehicle.

This is the story so far, attached are some photo's. We have contacted Debbie and she is willing to send her and her sister's side of the story which we will feature in up and coming Essex Area News.

On the second Sunday of the month in November we had a virtual Meeting as Covid Lockdown had just began. This gave us a opportunity to catch up with our Members on how they were doing with their cars and general chit chat and also the AGM.

Mike





Gatwick Herts & Beds - West kent

Gatwick

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area would Hi all, Hope you're all keeping well and safe. This is a short news as less was happening this month (October). I visited the workshop where my mk3 body tub is, they are still finishing off some of the last bits of welding, on the boot floor. Hope get some paint on it soon!

At last months meet at the Red Lion (a very wet evening) I was delighted to see what I thought was a new member's car in the car park. I was very impressed that the owner had brought it out on such a dreadful night. Once in the pub I looked around, but no new faces. It turned out to be Peter's, mk1 spitfire he'd bought it a week earlier! How many cars does that make now Peter?

The evening went well and finally it was time to leave. I got home and expected Peter to pass by my house, but he didn't! A short time later I got a call from Maria, who had been following Peter fortunately. Peter had been driving down the hill, when suddenly the spitfire turned from a 4 wheeler to a 3 wheeler!! The n/s front wheel unbolted itself! Luckily there was no damage to the spitfire. The wheel rolled off into the undergrowth which took a while to find, but we found it in the end.

Well we are all in lockdown now, but hopefully when you read this we will be on the verge of coming out and with a little luck there may be a small meeting? Give me a call to find out what's happening. Keep well and have a Happy Christmas

Tony

Herts & Beds

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Hi Folks here we are back in a lock down ...garden centres are still open but its a bit cool for classic follow me runs just to buy some daffodill bulbs, we have



EARLY DEADLINE

For Jan Area News

Copy in By 6th December Please
Due to Christmas Break!

used a number of these places through the season when we could have a run but its all wait till next year now, we have a pub prepared to do us a xmas dinner on tables of 6 but take up is as expected, let's say its unlikely to happen but I have 11 names in the frame right now, who knows where this will end up?

Herts and Beds Area's AGM wasn't, so we continue as is till next year we have a very healthy +£2k bank account and actually made a £3.98 profit for the year and activities through the year have been restricted to various country runs and a garden centres as that's all that is freely open simple you drive, sit in your own car, do your own thing when arrived, go home, so it's a social non social contact on these runs, works well. Any of this is down to your own perception of keeping safe and works well.

Must thank those who have supported our raffles when the pub was open and for the willing few that froze at Duxford with not forgetting the small team of Pete Jill Geoff, Barry Viv, John Christine, Christine, Martin and Paul who keep Your Herts and Beds Area rolling on. Happy Christmas

Pete
and team

West Kent

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Well here we go again. Did get one good meet at Sevenoaks, and had all meets at Bodiam. We are having non-meeting meetings at Bodiam, strictly under the pub rules, but they shut at 9pm so short and sweet, but great to touch base. We've only had 1 member with the virus, and none of us know anyone else that had the virus.

Its still low generally down this way. My cars have been out most days, mainly to the pub (Boars Head) for lunch just to support, and we have a few local members that pop over when they can. All running well and road testing the PowerSpark SX4000 ignition module. It's basically a remote electronic ignition box, triggered by points. So, no load on the contacts and condenser not needed. Assuming the points are setup perfectly, you won't see a jot of difference, but you do get the reliability and clean start, and at £29 seems to work just fine.



West Kent Leicester & Rutland - M25 East

We're still looking for a new venue with the Woodman gawn and White Hart too gastro, but even that's shot now. So we're still here in spirit, and looking forward to Stoneleigh and Detling!!!
Take care and don't forget, Website and Facebook.

Colin

Leicester & Rutland

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Hi all. As I am writing this we are into our third day of the new lock down and I am wondering what I could possibly say. As an area we have not been able to do anything or go anywhere for most of the year, but I guess that's the same for all areas. On a brighter note and talking to many around the area this year has given us more time to get stuck in and get sorted some of the jobs we have not had time to do or have just been putting off to a later date.

For me my garden has never looked so good, a bumper crop of tomatoes, cucumbers and peppers while all the painting and decorating is up to date and for the first time in a long while I now have two Triumphs up running and ready to go and the time now to concentrate on a third. With my MK IV Spitfire on the road and the TR7 ready for its last MOT (40 years old next year) I thought it was time to have a go at my Moss Roadster, a Triumph based kit car first built in 1987 from a 1966 Triumph Herald, a project that has been off the road now for 18 years. I will let you know how it goes.

Our AGM will commence 16th November, with discussion and voting over the following days, with planning for 2021 and the accounts. 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.

Stay safe and look after yourself.

Dave

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

EARLY DEADLINE

For Jan Area News

**Copy in By 6th December Please
Due to Christmas Break!**

M25 East

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Hi there all you M25 East Cats, welcome to our festive write up. Right, let's see what I have to report on - hmmm...not a lot due to the blooming on-going virus and now the 2nd lockdown.

We did however, manage to get out for a Toby breakfast at the beginning of November. We had to have 2 tables due to the rules at the time but never the less it was great to see everyone after so long, even if it was only for a couple of hours. So, it looks like that really is it for this year regarding outings.

As I write this we should have been having our firework shindig tonight. We'll still be having it but there'll only be myself, Donna, Lucy and my Dad. Don't worry though I'm sure I would've done my best to have a good drink for you all ha ha.

The Area Xmas dinner is definitely off but there is a slim chance of our annual trip to the Plough and Garden centres just after Christmas. We'll just have to keep our fingers crossed that Boris lets us out to play. Looking forward to next year, let's hope we can put this disastrous year behind us and get back out with our cars. I'm on the lookout for different events to attend as it keeps it fresh.



M25 East - Newbury

M25 East Continues

One I've been looking at is a weekend show up at Stonham Barns. It's a new show with military, cars, stalls etc. Camping is available there as well so I'll keep my eye on that one.

I will be (and may have already done so by the time you're reading this) getting in touch with the Isle of Wight people to sort out our booking.

For anyone that's not already booked Silverstone - the early bird price is on until the end of December and the club booking code is in the Courier.

As it's that time of year you will, if you haven't already, be starting to receive show forms from me. As usual, if you want to go the any of the shows just fill em in and send em off.

With a bit of luck we may be able to start up our monthly meets again in the new year.

he couple we managed at the beginning of this year at the Royal Hotel went pretty well, so is everyone ok with staying there?

That's about it for this month folks, which just leaves me to say have a blooming lovely Christmas and hope Father Christmas brings you loads of shiny Triumph bits.

Top of my Xmas list is a bl**dy vaccine ha ha. See ya'll

John.

Newbury

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Hi Folks, I would like to wish you all a very happy and healthy Christmas.

What a month for me, moving house is very stressful and especially when down sizing. My two boys were on the garages and we filled three skips so no idea what was thrown although they assured me it was all



rubbish. I managed to save the engine stand which was very promptly collected by Steve who is building an engine. My ramps and stands were collected by Ollie who says anyone welcome to borrow them. Then I received a call from young Ollie Bridges for those who remember had a Damsen GT6 and an interest in canal boats and acting. Jigsaw were restoring Ollies GT6 but went into liquidation Which is now over at Browns classics, Leckhampstead. Browns

wanted a GT6 to copy so I drove mine over trying to pick a dry spell but it rained and a land rover swamped me as it raced through a flood. We arrived at the workshop where Ollie's GT6 was on the ramp. There was a classic car show on the memorial field 17th October Phil and myself in attendance.

This came in from Tim

I have started to do some small jobs on the Spitfire as practice for the shutdown. I have been sticking down the felt tape that sits on the cross bars of the soft top. They have been partly loose since I bought the car just getting slowly worse. See picture. I assume these are original. I have used the car a reasonable amount over the summer. Only the one car show at Shalbourne though. I have driven it to Crofton Beam Engines one of the days where I volunteer. A number of the volunteers have classic cars but no others with a Triumph.

And finally Phil has enjoyed exciting times with Winnie.

On Monday evening the 2nd November I had a call asking if I could take my Triumph Spitfire "Winnie" to Oxford the next morning to be used in a promotional video being shot on a private estate. It turned out the location was in the grounds of a large hotel and golf course, Heythrop Park Resort, near Chipping Norton. The 50 mile drive went very smoothly and I arrived at the old mansion house which had been hired out for the day. The music video being shot was for a Bollywood style Indian music song. The singer and young girl actress were just finishing the indoor scenes filmed in front of a roaring log fire and around the grand piano.

The Bollywood style story was about a rich man in a mansion who falls in love with a poor girl while singing. The twist to this regular story was that he would drive my yellow Triumph Spitfire to collect her from the slums and take her back to his mansion.





Newbury - Norfolk

The first car scene was the singer comes out of the house and drives away in my car.

After a 10 minute driving lesson on how to get in and out of a Spitfire, start the engine and drive away I hid out of shot and it was all over after 3 takes. They then asked if he could drive my car around the estate on a private road while I sat in the camera crews car. This involved driving side by side to film and every time a car came in the opposite direction we had to swerve out of the way and start the shot again. The singer never mastered reversing so I would have to jump out of the camera car and reverse my Spitfire back for every retake. The camera car I was in also had to have all the windows down so the full volume music could be heard by the singer driving my car alongside so he could lip sync the song.

The next scene was picking up the young girl outside the back of the staff flats next to the bins and rusty fire escape.

After several retakes I noticed steam coming out of the car. I lifted the bonnet and saw steam and hot water on the top of the engine around the thermostat housing area.

At first I thought the top hose was loose so I grabbed a screwdriver and tightened the jubilee clip and filled the radiator from some drinking water bottles.

The final shot was the couple arriving back at the mansion. This was to be filmed from a drone so I went into the house to get warm by the log fire. I looked out of a window to watch my car arriving at the front door and stopping in a cloud of steam. After waiting for the engine to cool I refilled the radiator and the final scene some 3 hours after starting was completed OK.

Before setting off for the 50 mile drive home it starting raining so the roof had to come up. I refilled the radiator and tried to tighten the jubilee clip but the screw just went round and did not grip. About 5 miles down the road I pulled into a petrol station which had a small workshop at the back. The friendly owner found me a replacement jubilee clip which I fitted OK. After refilling the radiator I set off for Kidlington just north of Oxford. I coaxed Winnie into the town where I bought a 5 litre bottle of water from the Co-op to fill the radiator. I ran the engine and watched carefully. The water was leaking from the thermostat housing gasket at the top hose end. I spotted a small hardware shop along the road so I went in and explained my predicament to the lady in the shop. It turned out she owned a classic Jaguar and was full of sympathy. I wanted a set of spanners and some instant silicon gasket. She soon came up with the spanners but all the tubes of silicon were for low temperature use. Then the lady had a good idea. She had a pack of 2 sticks of epoxy putty which was rated at 130C which I bought.

I removed the thermostat housing and found the

problem was a crack across to the bolt hole on the water pump housing. The pack of epoxy putty was mixed and I filled the bolt hole with it. I carefully tightened the bolt into the epoxy putty filled hole and waited for 10 minutes before refilling with water. Off I went with still 30 miles to home watching the temperature gauge. After another 5 miles I stopped to check the water level and it was still full. The final 25 miles down the A34 was completed at a steady 50 mph with an eye on the gauge and all was OK. I was so relieved to get home. What an adventure the day had been.

I am now going to replace the water pump housing with a new aluminium one and a new water pump along with all nuts, bolts and gaskets.

Phil

Keep on rolling

Male

Norfolk

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Paul. 07584 000442

I'm writing this as we enter the second lockdown. By the time you read it we'll know whether it was just for the four weeks or longer. Christina and I were lucky enough to get away for a quick break with the Herald just before lockdown commenced. One of the reasons for the few days away was to scout out a few places for next year's Scatter Treasure Hunt on the off chance we are allowed out by then! A ruined castle, craft workshops and a church are on the list so far. Also in the bag ready for next year is a New Year Tulip Route run, which I'm suspecting won't come into use until much later in the year.



For October's Zoom meeting we had a slideshow from the runs Norfolk members have been on over the past year. These have then been used for rotating on the header image for the Norfolk TSSC Facebook page and should last until just before Christmas. I hope those of you on Facebook have enjoyed seeing them. In spite of the lockdown we managed to have four run-outs along with our "Drive it Day in your Drive" event, all within the guidelines applicable at the time.



Norfolk - North East Northants - Northern Ireland

Norfolk Continues

For December's meeting (**Monday 14th at 8pm**) we have a 'The Car's the Star' quiz planned with screen grabs from films and TV shows. Don't worry if cars aren't your 'thing' as most of the pictures concentrate on the characters in the shows more than the cars. We've got four rounds: American, British, European and of course a Triumph round. Zoom log-in details will be emailed out nearer the time.

Please let me know if you haven't been receiving our regular emails that we send out and I'll put you on the list (paul.norfolktriumph@gmail.com).

That's about it for this month other than to just wish you seasons greetings and here's to hoping we can do more in our Triumphs next year!

Regards,

Paul, Christina and Mike

North East

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Apologies for the missing report in last months Courier, its very difficult to write a report when nothing is happening. I get the odd message about what people are doing, but there is not a great deal happening with our cars, Mr Fish has his Dolly Sprint ready for paint, Martin has completed his power steering rack conversion, Gavin's Spitfire has passed its MOT with only a few snags to sort out, Mark Astley has had his Spitfire through it's mot, after replacing a leaking Fuel tank with a new one. and replacing Battery, perhaps it will be used more than it has been, apparently he has only done 45 miles in the last 3 years..

I was hoping to have started the re-spray on the GT by now but the 2nd lock down has scuppered that for now. I was looking into replacing the chrome bumper until I priced them up, re-chroming might be the answer, more research needed on this,

This year is nearly over and we will be glad to see the end of it, let's face it we can't get much worse than 2020

So Merry Christmas and a Happy New Year to you all stay safe and we look forward to 2021 with a bit more freedom

Geoff

EARLY DEADLINE

For Jan Area News

**Copy in By 6th December Please
Due to Christmas Break!**

Northants

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Hi all. Having spent the last several years at the NEC Classic Car Show it was quite a change to be observing the remembrance silence at home this year. I'm sure that we are all hoping that the news of a potential vaccine will allow us to function more normally next year.

With several big events in the planning it will be good to get back out there again in relative safety.

I hope you are all keeping well and wish you a very merry Christmas and with luck we can start having some kind of meeting soon.

Cheers

Nigel

Northern Ireland

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Hope this area report finds you all keeping well in these difficult times that we find ourselves in. Thankfully, for me at least, I have a little more to report this month although we did have the good news about the pending decision in relation to the MOT exemption for vehicles of Historic Interest (40 year old) that was confirmed later with the implementing date of 12th October, 2020. Good news all round and not before time. Please remember though, even though your vehicle is exempt, it must be maintained in a safe and roadworthy condition. The option remains, of course, to test the vehicle on a voluntary basis if you so wish. There have been several suggestions within the club that we should at least do this every other year - biannually even!

Sat 17th Oct found us on the Bann Valley Vista trip from our usual meeting spot at Dunsilly, Antrim that saw eight cars turning up for the run - not bad for



Northern Ireland

the late autumn time of the year. Once again, the Herald model was well represented by Eric (T), Alan (H) and Edgar (P) (no MG this time



Alan), and then the Vitesse of Alan (F), Peter (M) in the A35, Ernie in the Peugeot and me in the TR6. Naturally, there were several ladies with us as well in our cars to keep us company! A surprise arrival, for most of the group, was Mike (M), along with his partner Maeve, in a very tidy forty three old Triumph 1500 that was a lovely shade of blue that I really hadn't seen before. Introductions made and then the usual briefing, complying with the Covid19 regulations of course, as we set off down the M22 towards Toome to get everything warmed up, car and its occupants, for the day ahead.

Shortly after Randalstown we crossed the M22 to join the old A6 Moneynick road before travelling through the Gloverstown and Roguey areas to follow the Loughbeg and Largy roads that gave us a splendid view of Lough Beg on our left as far as Newferry. We then made our way to and through Portglenone village, keeping the views of the Upper River Bann on our left during the journey, to take Lover's Lane on our left to the Gortgole road. Strange name for a lane as it contains the local cemetery, there must be a story there somehow! Continuing the theme of the Vista we still followed the Bann river until we came to Killea to cross over the aptly named Bann road to use the Vow road for seven miles to the Bendooragh area as we came to the last turning on the initial part of our run, the Glenstall road, that brought us to our picnic/lunch stop at Drumaheglis marina and caravan park.

Thankfully, there are good clean toilets here and the



appropriately named Slipway café. Several of us availed of the café and had an Ulster fry of the large and small variety, of course, whilst the rest had their picnic. Well worth a visit at any time



of the year. There are even "pods" that you can hire for a very reasonable price should you wish to do so.

Picnic lunch over and we are on our way again on a three-and-a-half-mile journey as we travel through Balmore village on our way to our afternoon stop in Ballymoney for some retail therapy and a wee dander about. As usual some of the ladies, and men, contributed to the local economy whilst we were there - nothing changes does it! Extended break over and we were back on the road again this time passing through Bendooragh as we made our way back along the B66 to the River Bann crossing over at the Agivey bridge. Taking a left here brought us through the side roads as we mirrored the course of the river joining the A54 when we had to before we arrived at Movinagher road that gave a close up view of the river and behind us the well-known fish farm. The road also gave us the opportunity to clean our sumps with the centre of the road covered in grass as we made our way past the forest and then to the main road again to make our way to Kilrea to partake at one of our favourite ice cream shops. Stop over and this time we cross back over the Bann as we made our way to the hills behind Rasharkin using the Finvoy and Mullan roads. Bit of trouble here as Mike (M) had clutch problems with the Spitfire and so we needed main roads. Quickly using the Glenbuck road before dropping down to the Bridge Bar before making our way to the Glarryford area to join the A26 gave us a straight fast run to the lay bye at Teeshan where we said our farewells as the Countryman was no longer an option at the end of the run. Mike and Maeve got home, I believe, without too much bother and the clutch will be sorted long before we, hopefully, begin our programme again in 2021. Bit of an update from within the club. Richard Charles, Dungannon, has sold his very tidy GT6 and it's already gone to Edinburgh to its new owner. Thankfully, all he needs to do now is to finish his Spitfire restoration which, as I understand it, is awfully close to being back on the road again. He used the Car and Classic auction site for the GT6 sale where he had excellent service. More importantly he was incredibly happy with the sale price and how well they managed the whole selling process for him. So, folks, worth keeping it in mind if you ever want to sell yours - not that I am encouraging any member to do so as we're thin enough on the ground at the moment in Northern Ireland with Triumphs.

By the time you read this Paul R will have retired after over 41 years attached to the NICS. Congratulations Paul keep safe and enjoy a long and happy retirement along with Jacqui and family. Strangely enough this





Northern Ireland - Notts Peterborough

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Northern Ireland Continues

evening whilst completing this report I came across an article from the News Letter dated October 18, 2005 telling about Pauls detective work on Triumphs. I wonder what the up to date situation is with two of the cars mentioned there! One a 1200 saloon owned at that time by Graham Cowan and the other, a convertible, that was being restored by Colin McNally that he had bought from two ladies in Belfast. It would be interesting to hear what the situation is now with these two cars. Brian (S) continues to work on his Spitfire, mainly at weekends, with the second front wheel arch now progressing nicely. The damp and cooler weather will not be conducive to finish painting the car but like all other parts of the car he will ensure it get plenty of protection onto the new metal as he continues the restoration.

As of this moment in time, second weekend in November, I've had no replies as to my requests/suggestions as to the way ahead for the club. Should Alan (H) and I 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 or just wait until nearer the time and book then depending what the current restrictions - hopefully none! I assume that we can plan for the trunnion oiling in early April as it 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 do you think of the thought about us staying in Northern Ireland and supporting the local economy? Well that's about it then for this month other than to say that from Heather, Simon, and I we wish you well and pray that you all have an incredibly Happy Christmas and a Prosperous New Year. Hopefully, by Christmas, Covid 19 will be sorted to some extent and that there will be something Triumph in your stocking!



Douglas.

Notts

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Wow what a year we have reached December and still haven't been able to get to see you all let's hope moving forward into the new year of 2021 we will be able to do more although at distance fingers crossed.

I sent a text out in November regarding myself and Di still continuing the area as AOs and we didn't get out of it that easy. So thank you to those who text and voted yes to keep us in.

Just wondering with our Notts members do you fancy a zoom meeting?

Look out for the Norfolk area who are running a zoom Christmas quiz from the comfort of your own armchair, if you are not sure contact us and we can talk you through the steps of the world of zoom..... We would like to take this opportunity to say thank you for all of your patience this year. Please stay safe and well and Hope to see you all soon. Wishing you all a very Merry Christmas and fingers crossed better 2021. Kindest regards

Nigel & Di.
X

Peterborough

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Sadly, folks we are still stuck with the current Covid English lockdown rules and TSSC HQ Coronavirus rulings - and our areas meetings and meals are all still cancelled accordingly until further notice.

We may not be able to meet up at the Five Horse Shoes at present - but we're sure there is a whole lot of work going on behind those garage doors on your treasured Triumphs and projects. Please let us know what jobs you have finished and the tips to get jobs done without sacrificing huge amounts of skin off your knuckles.

We did put some ideas from the Area before the TSSC recent AO's Meeting and the AGM on the 18th of October. They were looked on favourably and we should see these being implemented nationally in the near future.

Dave and Chelle report - Hi all, hope you're well. We are waiting out covid at home, we have been



Peterborough

out in the Herald for a few day trips in the countryside, I'll attach a pic with Chell looking like we are



about to rob a bank, still times must. Its now been put to bed in the garage. Hopefully see you all soon. Have a good Xmas and a happy new year x PIC

Paul has made some steps forward with his cars as his Beetle is now possessing an MOT and his next step for serious attention is the Vitesse - and the coil issue. Just have to make you aware Paul that a dictionary definition of the Vitesse is 'to move or go or cause to move or go quickly'.

Dougy Kendall has been spending a bit of time re-fitting the wings on his TR2. He's converted the cooling fan from a loose and wobbly tin type to a plastic TR6 and managed to find a bargain in a stainless steel fuel tank somewhere near Grimsby. I thought they caught fish up there! He's also managed to pick up a new wire wheel and tyre - so he now has a spare when gets it out on the road. Hope you never need it Doug!

I ventured out and filled the GT6 up with BP Ultimate (must have felt flush!) on the last Sunday before the November lockdown and topped it up with a bottle of BG Supercharge to provide long-term fuel stability and some ethanol protection - that's if we can't use it all before the spring. The TR4 is now running on fuel injection and has been on a rolling road with a fair bit of mapping and it maybe (just maybe!) back home by the time this drops through your letter box.

Colin Saunders has noticed that his Seat Leon diesel loan car is doing a lot more miles per gallon than his Focus diesel normally does. The wonders of modern technology eh! Grahame Bellamy has been protecting the front bumper of his very nice Mazda MX5 with a set of parking sensors - and has had his spanners out to straighten up his exhaust on the TR4.

For those late bits and bobs to put under the Christmas tree for your treasured Triumph - don't forget your TSSC Shop is open for online and phone orders as Angie and her elves are socially distancing busily packing spares and accessories for delivery direct to you - and don't forget you do get a 20% Members Discount.

Has anyone got a good home F.O.C. for Haynes manuals for Citroen Xantia, Peugeot 205 and a Volvo 440/60/80. There is also a factory workshop Manual for Herald, Vitesse and Spitfire.

For those of you with a serious interest in motor-sport an announcement was made via a recent Press Release by the Owen Family. 'The Owen family sanctions three authentic 'new' P15 V16 race cars to mark the 70th anniversary of the famous British Racing Motors team - using original chassis numbers set aside in the 1950s. The BRM V16 is to roar again with continuation models. Three new versions of the fearsome 600bhp, V16-powered BRM from 1950 will be produced for the 70th anniversary of British Racing Motors. There is also a video that goes with it - see link - <https://vimeo.com/474679963/23e89e99c0> . Turn your volume up for that unique sound'.

Whether we will all be vaccinated in the next few months - and providing the vaccinations are successful - and people adhere to rulings - we hope we will then be able to resume with life in a new normal, whatever that will be. But a 'provisional' date for your diary - **Baston Car and Bike Show - Sunday the 3rd of July 2022.**

We will all miss the gathering and Christmas Dinner at Helpston this year and miss the handshakes of good wishes, etc. but I have included a photo of Steph under a seasonal mistletoe tree. and to which degree Paul, Steve, Charlie and myself all hope you will stay safe and have and enjoy a Healthy and Happy Christmas.

Hope to see you all in 2021 - sometime, somewhere!!



Dougy

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It's that time when we start to look back at our club activities over the past year before turning our



Scotland Central West Somerset

Scot Cent West Continues

thoughts to the coming year. We started 2020 with the promise of another great season of events and activities. Sadly nearly all of that was lost to the Lockdown and restrictions that have prevailed since March. Things started out well with the Christmas Dinner bash in Glasgow, the Bowling Night plus John and Linda's Quiz night in March. All well attended and enjoyed. We had one Zoom meeting mid-year organised by Michael. It worked fairly well.

Then as Covid restrictions eased we had our first club meeting and outing of the year with a run to Loch Lomond Shores. A social distancing meeting under the sun in the car park. It's a beautiful spot by the Loch plus the shops were open under Scottish Covid rules of the time. So something for the ladies as well as the gents. This was well attended and very successful. About the same time, some of us also joined with the Kirkintilloch Classic Car club for a run to Loch Katrine another beautiful spot. We also managed a club run to South Queensferry in August. So as you can see, considering the situation, we have managed to keep things ticking over, all be it at a low level.

During the year we have continued to pick up new members. Robert Cunningham who lives in Ayrshire joined with his Spitfire 1500 in November. Due to our Facebook Page he has found someone to undertake minor repairs on his car. The Facebook memberships continues to grow and this must be a good source for bringing Triumph enthusiasts to the club. If you are not on the Facebook page you will miss a lot of information about the club. It's a good source for finding contacts, plus the help and support that we all need from time to time. Even car parts and tools are sold or shared.

Coming up next is the **AGM that will be held at 7.30pm on the 3rd December 2020 using Zoom.** The Zoom app can easily be downloaded on to PC, Apple Computers, iPad, and Android devices including Android Phones and iPhones. It won't cost you a subscription to join the meeting. **The meeting ID is 443 820 8412 and the Password TSSC.** You may recognise this as the same meeting details as used for the TSSC AGM held in October. This is because Chris Gunby our Club Chairman has offered his Zoom account for the night (Thanks Chris). The AGM has already been announced on The TSSC Scotland Facebook page and the Zoom details will have been posted there by the time you read this. I apologise to those of you not on Facebook and for the short notice you will have of the AGM. I will have

encouraged members on Facebook to spread the word to as many of you as they can.

Chris Gunby has offered to attend our AGM and we will allow time for a Q&A directly with him. I am sure he will want to pass on a few important facts and details about the Club's future direction.

We have one name put forward for our new Area Organiser, Dave Frey whom many of you know well. I'm sure he will make a great AO. He has organised our Glamis Classic Vehicle Show participation for the past two or three years. If anyone else wants to throw their hat into the ring, there is still time.

Well that's all folks. Please attend the AGM. So sorry it has to be an on-line event this year and I hope it won't put too many of you off.

Wishing you all a Very Merry Christmas and a Happy New Year. I guess it is going to be very different this year.

Colin

Somerset

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As your Courier dropped onto the mat this month we should be coming out of this second lockdown and can start looking forward to the New Year and the possibility of organising events for the Spring and Summer.

When Coronavirus restrictions allow Haynes International Motor Museum with its new displays and increased car parking capacity will be one of the places we are hoping to arrange to visit. There will be other events organised for next year, both locally and a little further afield - and of course, we hope to still have Le Mans Classic to look forward to. Suggestions for new events as well as reminders of old favourites are always very welcome.

It is important to keep your agreed valuation for your car up to date, whether it needs to be revised as a result of improvements, restoration or simply because it is two years old and needs renewing. Classicline were very helpful when I needed to submit my agreed valuation to them. Going to the website it looked as though I would have to fill in a lot of detail, however when I rang them I was simply asked to email images (photos) of both sides of my TSSC agreed valuation, which I did and within 24 hours I received an email with confirmation of the agreed valuation. Brilliant service. If you need a valuation done you can do this most easily at the moment by downloading the form from the TSSC



North Staffs

website, completing the usual details and then submitting it to HQ with photographs.

Remember too that we have a spreadsheet of tools available to borrow. So before you spend money on that specialist tool you need try asking Harry or Maggie if we have what you need available on the list.

Sadly we can't meet up for a Xmas meal this year but please join us on Zoom for this month's meeting (Details will be sent out via email). Make sure that you have some mince pies and a glass in hand. Christmas jumpers and sparkly festive accessories would be great if you can dig them out. We look forward to seeing members and hearing your stories about cars, Triumph or anything else of interest.

Please do tell us about work on your cars, plans for the winter layup, recommendations for garages or other businesses from whom you have received excellent service.

We often get requests for recommendations and members positive experiences are usually the best indication of high quality, reliable service.

Harry and Maggie^x

North Staffs

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Hi All. First and foremost may I wish you all a very Happy Christmas it could well be a very different one than in the past because as I write we have just gone into lockdown again, I just hope that it helps reduce the spread of the virus so we might be able to venture out so we can enjoy the season of goodwill.

Having emailed those of you I have on my list about holding Zoom meetings it seems that we will be Zooming nowhere as I had no response, so for the time being there will be no meetings.

I'm sure we are all hoping the New Year brings some hope of a vaccine so we can get back to some form of normality, I will be looking to see what events are on the cards for next year, and hope that I'm not wasting my time in that a lot of them are canceled again like this year.

I have made a small amount of progress on the Vitesse, the Chief mechanic of cast iron world, and AO of the Cheshire area carried out some basic tests on the gearbox and overdrive I purchased

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For Jan Area News

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many years ago to establish if the overdrive would work.

Unfortunately, this test indicated there was a problem with the overdrive, and having foolishly given my good original non-overdrive gearbox in part ex I was feeling despondent, I was also thinking I was going to feel it in the wallet.

Having returned home and taken the overdrive apart following the instructions from cast iron world, It seemed that the annulus was stuck to the brake ring, so having freed it I returned to cast iron worlds workshop for a retest, and this time it pasted.

The next problem was undoing the nut from the drive flange which was causing a very substantial screwdriver to bend so that a new oil seal could be fitted, finally, with a very long bar, the nut succumbed so I hope to get the new seal fitted soon. I hope that the nut on the drive flange on the diff is not as stubborn because I need to change it as it's a different size to the one on the shorter prop shaft that is used with an overdrive.

An earlier job that also didn't go to smoothly was the simple task of refitting the boot lid, having struggled on my own to get the hinges to line up I stood the boot lid on its edge and called for assistance from she who must be obeyed.

Which turned into a bit of a disaster, as she walked up to the boot lid it was knocked over onto the engine on the garage floor, and she who must be obeyed ending up falling into the boot, along with scrapping the new paint and denting the boot lid there was one bruised bottom.

I hear from Tom & Lorna that they are again improving their Spitfire further with new seat covers and dashboard on their already smart car.

If you have any projects on the go and would like to share your story with other members please get in touch, also if you are not on the mailing list as many are incorrect do drop me an email.

Stay safe keep to the rules and let's hope the New Year 2021 is a better one, here's an early Happy New Year to you all, and let's be rid of 2020 ASAP. Best Wishes

Dave



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October was a very quiet Triumph news month in West Sussex. Folk are still out and about, even taking holidays, but after so long with very few events and Area get-togethers, news is hard to find. But I do know that there was a little activity in the middle of the month.

On 11 October, Nigel and Henrik took their Vitesse and Vitfire, respectively, to meet with a couple of friends at a local pub and to enjoy a couple of pints on what Nigel described as "probably the last outing for this year". Henrik's natty wicker picnic basket suggests that he was ready for most eventualities! (Carpark pics) Their gathering apparently consisted of an Englishman, a Frenchman, a Swede and a Dane..... We're lacking a joke to go with that terrific combination, so any suggestions would be very welcome - I'll happily include any decent ones in a future report!



It really must have been a good day for Triumphs as, quite coincidentally, a little earlier that day, Sue took her Herald "Hettie" out for a bacon buttie beside the seaside and shared this lovely waterfront shot. (pic)

You may recall from last month that, with Glen's advice, Jess had identified that her Herald was suffering from ethanol-damaged fuel hoses and a leaking float in its front Stromberg?

A week after Nigel, Henrik and Sue's excursions, armed with her newly acquired ethanol proof fuel hose and a new float, Jess headed to Glen's for a little more advice and a bit of assistance while she fitted it all. Although the replacement float looked

rather different to the old one, all was well, the job was completed and full power was restored. (Strom pics)

As I'm short of news this month, and would otherwise close on only about 300 words, I'll do a number plate round up, to see how far the cars in this month's report have strayed from their original homes!

Sue's car was first registered in my old stomping ground of Oxford, whilst the other three in this month's report all hail from London. My own Spitfire (gratuitous pic from Laon 2017) hales from Worcestershire, where it was still living until I bought it 44 years later.

Otherwise, with no Area meeting dates, and no Area Christmas gathering, it only remains for me to wish you a very good Christmas - and to hope that life gives us all the opportunity to do more with all of our Triumphs in 2021. Merry Christmas!



John

North Wales

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Hello, everybody. On Tuesday 6th October our Chester & Wrexham group had another Zoom meeting, and although there is nothing going on with reference to car events we discussed regalia, which Julia is now organising:- a big thank you goes to her for checking and sorting things out.

We all hope that we will get the opportunity to wear our regalia again soon, but we will see how next year goes!

That is really it for October, and as our friends in Coventry region, Phil and Lyn, said last month, been nowhere, done nothing, seen no-one. Hope you don't mind us pinching that off you, both, it just about sums things up as they are at the moment.

We don't know what the future holds, but let's stay positive.

Anyway, take care all, stay safe, and remember that you can always get in touch with us by e-mail or telephone, we are still here.

Helena & Roger.



South Wales

South Wales

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South Wales has been in lock down for the most of October so very little happening in the way of club activity. I have of course heard from our various members regarding their problems and on-going projects.

Crazy George has been asking how to hide a Triumph Herald as Bern has parked his pristine Valencia Blue 13/60 convertible in one of George's rented garages and I think George has got the bug again (not the Bat



variety) the Triumph one that there definitely is no vaccine for.

A chap called Tony Juniper contacted me to see if I could help with his MkII Spitfire. The car had belonged to his brother who sadly passed away and the car had been sitting

under cover in the open for as much as 8 years and he really wanted to save the car as it had connections to his brother. The car had had most of the mechanicals done at one time including an engine overhaul. From Tony's description most of the problems sounded like bodywork and maybe a bit of chassis problems as there is an issue with doors not closing properly. Of course it is difficult to advise without being able to see the patient as it were, due to lock down. He reckoned the boot floor had gone in the usual places and the floors were probably in

need of the usual attention as well as the bonnet and wings. Well I can hear everyone saying "No, run away it's a money pit, don't



get involved" but no folks, there is a way. I know of a Welsh magician who can charm and fabricate metal with his magic welding wand by the name of Bern who might be able to help. I said I would contact Bern later that day and pass Tony's details on and Bern would contact him, which he did and possibly another MkII saved which is a result.



You may remember last month I had been re-covering the seats for my Stag project. I have not completed the seat backs yet due to the off the shelf seat foams being oversized but I will complete the write up when I have figured out the solution to too much foam. Whilst rummaging in my garage (my wife calls it self isolation), I happened to come across a distributor which I had picked up at one of the classic shows and it got me thinking. I have converted my Spitfire 1500 to Lumenition electronic ignition so if this were to fail I would have to replace all the guts of my distributor i.e. the points, condenser and all the small screws and set it up possibly at the roadside which is not a good plan B especially if it were a busy road. I had all the new bits to build up a complete Lucas D45 so that's what I did and pre-set the points gap so that if the Lumenition was to ever fail I can swap the complete distributor out in seconds with the help of a 7/16 spanner. I should point out that you also have to set the engine at Top Dead Centre on number one cylinder or a known cylinder so you know for sure that the rotor arm is at the correct plug lead on the distributor cap as a double check that the spark is somewhere near TDC on the compression stroke. If you have swapped a distributor before then the process is straight forward. This spare in the boot is not for everyone but seeing I had the spare Lucas 45 why not.

Mark Wright sent me an update on the rebuild of his 1966 Vitesse 6 which is looking great after its new paint job, another member who has been using the cover of lockdown to get on with some great restoration work. As winter looms upon us it's a good time to consider things like antifreeze and general tucking the car in for the cold and damp. Personally I go for the antifreeze and making sure the battery is charged regularly after a start up and run of the engine every few weeks just to make sure all is well. Damp garages are almost as bad as keeping the car outside but I guess you can only work



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South Wales Continues

with what you have, ventilation is also important if you can't keep things perfectly dry.

Anyway, we can only look forward to better times ahead: Wishing you all a Merry Christmas and Happier New Year from all and to all from South Wales Area for 2021. Enough wittering for now and hopefully by this time next year the light at the end of the tunnel will not be an express train coming our way loaded with Bats and Mink on a day out of hell.....

Al

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Last month I reported on Alan's woes with a drink/drug driver who rearranged the front end on Alan's GT6! I also said, "Hopefully it is all superficial and can be easily repaired", that hope was misplaced, as the damage caused was a lot more than the photo showed, consequently it has been financially written off. Alan has said, he hopes to replace it with a classic of some description, so that is something to look forward to.

CCOTP's replacement CCOTF (Classic Cars on the Farm) was well attended, a bit lacking in support from our members, but a good turnout nevertheless. Also it was over busy due to the fact that everyone else had decided to visit the "pick your own" farm for their pumpkins for Halloween. I have been told since, that ten tons of pumpkins was sold!

It is hoped that Christchurch Quay might still be possible, so fingers crossed that New Year's Day will still be on, that is, if the dreaded "C" does not put the kybosh on! We have now gone back into "lock-down" for a month and according to the latest, it has been stated that we can put the 2nd December in our diaries as the date of coming out of lock-down. We shall see, as it will be about the time you will be reading this report, one month on.

I have sent quite a comprehensive report to our local members, so without repeating everything here, not really a lot else to say. As for next year, too early to make any decisions or financial commitments, a case of wait & see. All that leaves me to do,

is hope you all have a good Christmas and that things get back to some sense of normality in the new year.

All the best and keep safe,

Martin

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Merry Christmas everyone, zoom meetings are every week details posted on West Mids facebook page and Whatsapp, quite disappointed that many of our members don't join us, nice to see members from other areas joining us though.

My 1200 convertible continues to take shape, all chassis repairs including every outrigger replacement is complete, the big dent in the passenger door has been successfully pulled out and minor body work done. I've been underneath it painting everything black, just need to fit the new valances and sills then off to the paint shop.

One has been recommended near to where the convertible is being done with Johnathan Fallowell near Kenilworth.

Wendy is progressing well with her 12/50, the clutch has been replaced with a complete diaphragm clutch, later flywheel and slave cylinder, its been driving up and down her drive, but was disappointed to find her new radiator was leaking, so back to the manufacturer.

Brad has rebuilt his 2.5 engine and it's back in the car, ably assisted by Tim Ward, just waiting for his carburettors to come back from being overhauled.

Dave is overhauling his 948 convertible front brakes and has had to replace the battery.

Malcolm continues to improve after being discharged from hospital following a fall which resulted in a broken pelvis, his daughter Cheryl is keeping him in touch by joining the Zoom meeting.

Darren has been using his 2000 while his modern is being repaired, he's been surprised by the amount of positive comments from the public on his car.

Ashley joins us on zoom and he is a mine of information with a huge amount of knowledge on our cars.

Lets look forward to the New Year, hopefully we can put this pandemic behind us, looking forward to Triumph and MG show at it's new venue in Telford in February

Chris

NEW! Vertical Links & Stub Axles

GSJ267	RH Vertical link Vit/GT6/Bond 2 ltr	£138.00	P&P 2kg
GSJ264	LH Vertical link Vit/GT6/Bond 2 ltr	£138.00	P&P 2kg
132065	Stub Axle Vit/GT6/Bond 2 ltr	£30.00	P&P 0.5kg
GSJ265	RH Vertical link Her/Spit	£138.00	P&P 2kg
GSJ266	LH Vertical link Her/Spit	£138.00	P&P 2kg
UKC697	Stub Axle Her/Spit	£30.00	P&P 0.5kg



Trunnions & OE Bushes

140919	RH Lower Trunnion - All models	£30.00	P&P 0.5kg
140920	LH Lower Trunnion - All models	£30.00	P&P 0.5kg
RSTT1	Rubber Seal trunnion Top	£1.20	P&P 0.05kg
ESP140	Front Trunnion Bush Kit as OE	£5.00	P&P 0.05kg



New! Imperial Suspension Bolt Kits



USB1	HEX BOLT NUT & WASHER KIT 2.3KG	£27.00	P&P 2.3KG
USK1	IMPERIAL SET SCREW, NUT & WASHER GARAGE PACK (400 PIECES)	£18.00	P&P 2KG
KTS945R	FRONT SUSPENSION FASTNER KIT SPIT/HER/VIT/GT6 1 SIDE	£11.00	P&P 0.5KG
KTS265	SPIT 1500 CYLINDER HEAD FIXING KIT	£68.00	P&P 1KG
SBKF1116	U BOLT & NUTS (1 1/16" Dia Anti Roll bar)	£8.00	P&P 0.05KG
SBK78	U BOLT & NUTS (7/8" Dia Anti Roll bar)	£8.00	P&P 0.05KG



Boot Hinge & Handle Gaskets

HVSN001	Boot Hinge/Handle gasket	£15.00	P & P 0.05Kg
Neoprene replacement Suits Spit I/II/III & Her/Vit			

HERALD13/60 & VITESSE BOOTLID NEOPRENE LAMP SHROUD GASKETS



VITBOOTNEO	Vitesse Lamp Shroud	£15.00	P & P 0.05Kg
13/60LAMPNEO	13/60 Lamp Shroud	£12.00	

Self adhesive. Both include Stainless fittings

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JOIN US FOR OUR 30TH ANNIVERSARY EVENT
30 JULY - 1 AUGUST 2021*



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2020CCD006

*provisional date