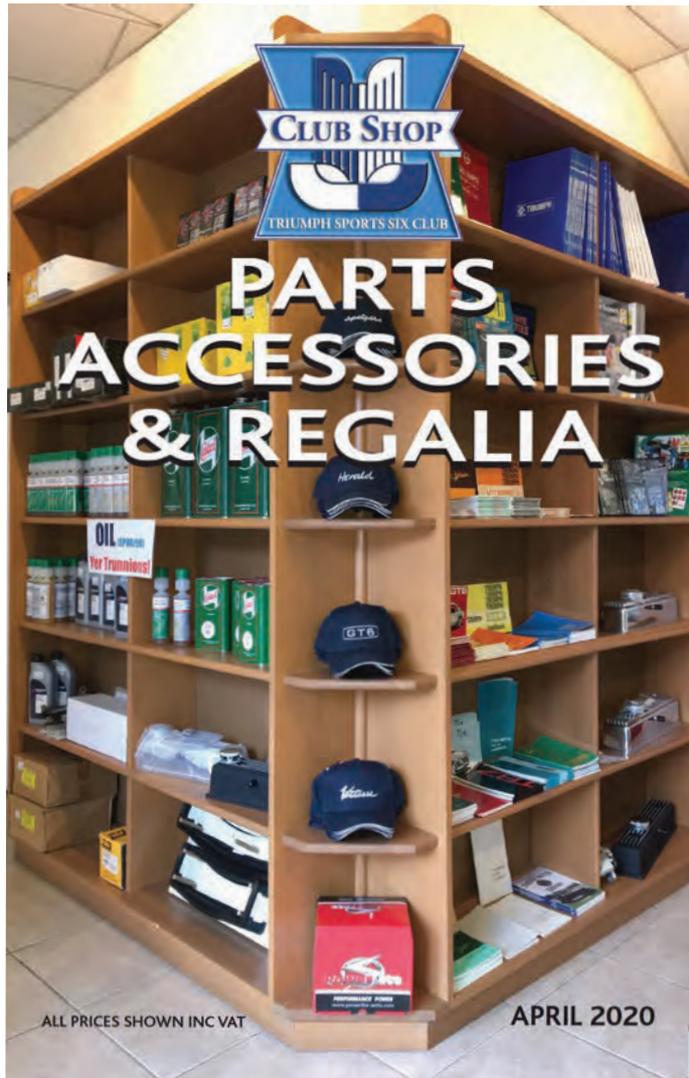


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THE COURIER NUMBER 487 JANUARY 2021 TRIUMPH SPORTS SIX CLUB

# THE COURIER

No. 487 JANUARY 2021

**Doing anything in July?...**

LE MANS  
CLASSIC

1/2/3/4 JUILLET 2021



## TSSC COUNCIL OF MANAGEMENT 2021

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](mailto:info@tssc.org.uk)



Valuations. Bernard Robinson - [courier@tssc.org.uk](mailto:courier@tssc.org.uk)



Accounts. Trudi Prettyjohns - [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)



## TSSC HONORARY MEMBERS

Chris Allen. Dave & Sue Bayliss.

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

John & Pam Griffiths. Leon Guyot.

Pip Flegel. Michael Hancock. John Macartney.

Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.

Frank Spencer. Paul Swanson. Peter Williams.



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THE January 2021

# COURIER

Price £3.50 Free to Club Members.

**THIS ISSUE - 487**

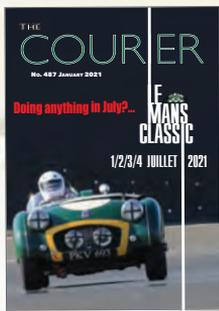
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LET'S GO  
**LE MANS CLASSIC 2021**  
PICTURE FROM COLIN MURRELL

## Courier Copy/Area news



Editor. Bernard Robinson  
e-mail: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)

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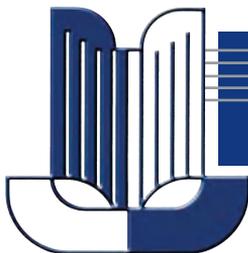
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## THE GET OUT

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein. © Triumph Sports Six Club Limited 2021

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# TSSC HQ Services

Tel 01858 434424 E-mail [info@tssc.org.uk](mailto: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](mailto:info@tssc.org.uk) Website: [www.tssc.org.uk](http://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](mailto:courier@tssc.org.uk)

Form on Website: [www.tssc.org.uk](http://www.tssc.org.uk)

## TSSC INSURANCE PANEL Contact Numbers

### FOOTMAN JAMES & CO LTD

Tel: 0333 207 6080 Fax: 0333 207 6104

FJ Breakdown Recovery - 0800 132 278

### PETER JAMES LIMITED

Tel: 0121 506 6040 Fax: 0845 2233 020

### LANCASTER INSURANCE

Tel: 01480 400763

### CLASSICLINE INSURANCE

Tel: 01455 639 000

## CLUB SHOP - Mail Order Only

TSSC HQ Team, Sunderland Court

Main Street, Lubenham, Leics. LE16 9TF

e-mail: [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)

Shop Online: [www.tssc.org.uk](http://www.tssc.org.uk)

**Tel: 01858 434424 Fax: 01858 431936**

## TSSC ACCOUNTS

Trudi Prettyjohns, TSSC HQ, Sunderland Court,

Main Street, Lubenham, Leics. LE16 9TF

e-mail: [trudi@tssc.org.uk](mailto: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](mailto:info@tssc.org.uk)

## TSSC SHOW CAR REGISTER

TSSC HQ, Sunderland Court,

Main Street, Lubenham, Leics. LE16 9TF

e-mail: [info@tssc.org.uk](mailto:info@tssc.org.uk)

## COUNCIL OF MANAGEMENT

### 2021 meetings:

**Jan 24th, March 21st,**

**Agm 18th April,**

**June 13**

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](mailto: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

# Welcome to the 1st Courier of 21'

I would like to take this opportunity on behalf of the Council of Management of the TSSC to wish all our members a Very Happy and Healthy New Year. We all hope that everybody gets to return to their 'normal' as soon as it is safe to and that we can dispatch 2020 off to history and restore events and socialising as this is a very important part of Triumph ownership and our Club.

In my local area (Gloucester) we were lucky enough to do an number of socially distanced runs out and we all became dab hands at knocking up picnics to consume in interesting locations, apart from that '**Doing More with Your Triumph**' became restricted to the Supermarket run. Zoom meetings became our communications, and I have visited everybody's lounge without leaving mine!

A strange year. But now we have to look forward to the forthcoming year and all that it will bring us.

We are really looking forward to **Classic Le Mans in July**, and hope you are all sorted with your ferries, if anybody has any queries about this event please get in touch with HQ and we can advise accordingly. We are looking forward to setting up and providing all our usual hospitality and enjoying the unique atmosphere this event creates.

We are well on with the planning for our **Inter-Club Triumph Weekend** this year held at the Three Counties Showground in Malvern, Worcestershire held on 13-15th August. There will be lots to see for everyone there so it will be good to make the whole weekend of it. There is plenty of camping available on site, as well as no shortage of local B&B's or Hotels in the area. A few of the attractions so far are Trade stands, Autojumble, AutoSolo, Concours, Displays, Live Arena, and of course evening entertainment with live music on Friday and Saturday nights ... with all this laid on we hope that as many members as possible will join us for a very social weekend. After all it is YOU that make the weekend, with your cars, banter, friendships creating memories for the future. Bookings open 1st February we hope you will book early and support your Club and this fantastic event. With all the garage time you have had recently we are looking forward to seeing some great looking Triumphs.

With plenty of other events planned for the year we really hope that we can see so many of our members back out and about Socialising again enjoying themselves and.....



.... **Doing more with their Triumphs!**



**BY JANE ROWLEY**  
COUNCIL OF MANAGEMENT



# EVENTS CALENDAR

e-mail [courier@tssc.org.uk](mailto: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](mailto:info@tssc.org.uk)  
[www.triumphweekend.com](http://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



**June 2021**

**FRI/SAT/SUN 11/12/13 JUNE 21**  
**PC RESTORATION SHOW NEC -**  
**POSTPONED TILL JUNE 2021**

**Ticket Options**

[www.necrestorationshow.com/faqs](http://www.necrestorationshow.com/faqs)

**July /August 2021**

**FRI SAT 31 JULY / SUN 1 AUGUST**  
**SILVERSTONE CLASSIC 2021**  
[www.silverstoneclassic.com](http://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](http://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](mailto:courier@tssc.org.uk) with Minimum of 4 Pictures attached.

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

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

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an association of  
**LANCASHIRE INSURANCE**  
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an association of  
**FOOTER, JAMES**  
an association of  
**FOOTER, JAMES**

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

(Insert name of TSSC Insurance Panel member)

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**POLICYHOLDER'S DETAILS**

Title (Mr/Mrs etc) and first name(s) ..... Surname .....

Date of Birth ..... / ..... / ..... \*Membership No. .... / ..... / ..... Expiry Date .....

Address (Including Post Code) ..... Post Code .....

Daytime Tel. No. .... Evening Tel. No. ....

Fax No. .... E-mail: .....

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

---

**VEHICLE DETAILS**

Model	Reg Number	Body Type	Engine Size	V5C / UH Date	Year of Manufacture	Year of Purchase	Registered Weight at date of first registration	Category of Vehicle	Estimated Value of Vehicle
Conditions - CONCOURS, A1+, A1, A2, A3 (must be completed)									
Body	Paintwork	Chrome fittings	Glass / upholstery	Interior	Engine	Transmission	Electrical equipment	Estimated Value of Vehicle	

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

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

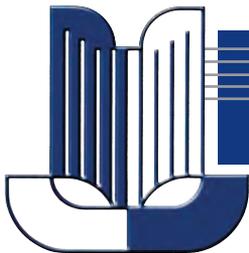
A1 CONCOURS: The vehicle must be in excellent condition with top-quality class free from wear. The vehicle's components should be free from any but normal faults and should work efficiently.

A2/A3: The vehicle should be in good working order, capable of regular use and satisfying an initial test requirement. The bodywork/ chassis must be free of excessive rust and/or damage.

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

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

NOTE: This certificate will NOT be TSSC backed unless insurance is with a TSSC Panel Member. Provided the details and member's valuation are in order, a file will be opened if the Club Car has been worn or under valued by the member, or more realistic value will be set and you will be advised accordingly. In the event of a dispute, the Club valuer may request more information or a personal inspection.



# NEWS REVIEW

Monthly News of a Triumph Nature



## Award Winner

Our Chairman Chris Gunby was runner up in the Classic and Sports Car Magazine's Club Personality of the Year awards

We are very proud to announce that at the Classic and Sports Car Magazine Car Club Awards recently that the Triumph Sports Six Club Chairman Chris Gunby came runner up in the Club Personality of the Year with an honourable mention.



TSSC Chairman's Car  
(favourite of several dozen)

Well done Chris and Thank You for all you do for Our Club .....



## OFFER for January 2021

Tel. 01858 434424 web. [www.tssc.org.uk](http://www.tssc.org.uk)  
e-mail. [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)

# Herald 1200 & 13/60 Semi Sport Exhaust Boxes

For January we have a one off unique Offer for Herald Owners  
**Stainless Steel Bells Semi Sport Exhaust Boxes for £100! save £50!**

We only Have 4 so when they're Gone, they're Gone! Ring Now!

**More Performance without the Noise!**



P & P 10Kg



## Spreading out a bit...

It's a whole, brand new year. It can't be any worse than the last one and here's to it being a whole lot better; bit by little bit we'll rebuild things back to the way it was, or as close as we wish to have it.

We're going to see a lot of new Triumphs on the road, as the weeks of enforced Lockdown have accelerated many restorations and renovations, so there's a bit of a silver lining in all of it. Remember those we lost, but remember to live for them and enjoy things while we're still here.

It's a reminder to us all how fragile things can be.

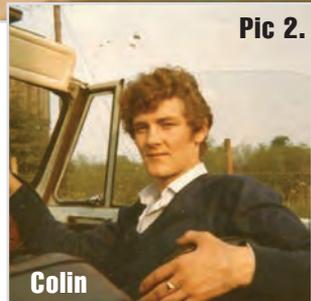
Poor old Des O'Connor went recently; I still remember his on-screen relationship with Morecambe and Wise and how, when Eric Morecambe had a heart attack, Des asked his entire audience to pray for him. Eric later commented: 'Those six or seven prayers might have made all the difference...' I wonder what jokes Des would have made of the fact that Eric once owned a Herald (pic 1)?

393 LRO was a powder blue 1200 convertible, complete with black side stripe and black interior trim. Colin Foster from Herpenden, Herts, (pic 2) bought the car in 1968, before Eric became famous in the early 1970s. Eric Morcambe was actually only his stage name, and the log book gave his real



Pic 1.

name of John Eric Bartholomew, although according to accounts, his wife used to drive it more than he did. It was registered around June or July 1962 and is actually mentioned in the TV Times during an interview in 1963, where it was revealed Eric was a careful driver who also owned a Rover; he famously commented that Ernie Wise was 'a good driver.. until he gets into a car.'



Pic 2.

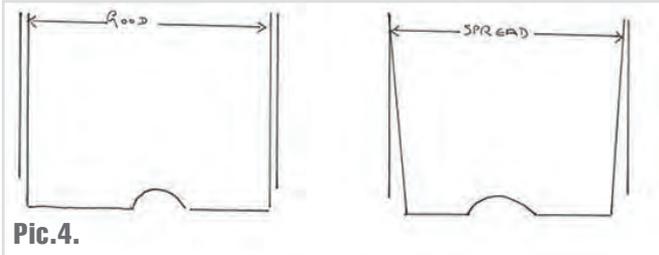
Like many Heralds back in the day, it was just another every day car, and Colin sold it after only one year to buy a 'family car'. Sadly the Herald does not appear to have survived; unless, of course, you know different?

I'm still being stalled round my own garage both by the various lockdowns - as more than one wag has commented recently, it's driving me to tiers - and by the knock-on effect ensuring that anyone whose ser-



Pic.3.

vices I need are now booked up until 2021. Consequently I doubt that even by the time this article is printed I'll be any further on with my Heralds, so as there will probably be time to spare I'm going to appeal for advice from anyone out there on the dreaded topic of tub spread. You all know about it, after Christmas and the weeks of nibble-filled Lockdown, but did you know that Heralds do it; or at least, some do, and you'll know they have if the bottom of the door at the B-post sticks out, on one side or both (pic 3). What actually happens is that the tub sags out at the top, but



**Pic.4.**

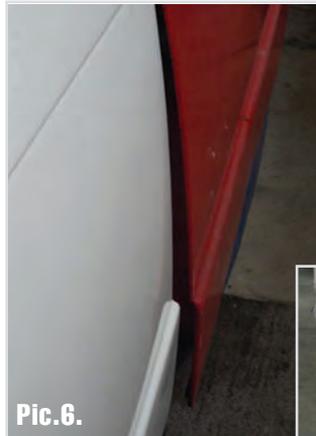
stays the same at the bottom; therefore if you look at my home-made sketch of the problem you can see why, if the door is verti-

cal but the tub sides are now angled, the door sticks out at the bottom and often in at the top too (pic 4). It's not the problem of the door skin, or cured by twisting the frame, or shimming door hinges, as I proved by fitting a replacement door only to see the same gap reappear (pics 5 & 6). I've seen quite a few instances of it on Heralds I've viewed on-line, but one thing I will point out - if the rear of your Spitfire or GT6 door sticks out over the sill, the fault there is the profile of replacement sills or incorrect floor-panels, and so not the same cause, or solution. This Herald owner's problem is: how to overcome it, and hopefully without major surgery on a freshly painted tub?

The cure is to bring both wings in at the top, to a compared-to-others measurement of around 46.5 inches seam to seam. Using ratchet straps and reinforcing under the wing tops (pic 7), I was able to crank both sides in by connecting b-post



**Pic.5.**



**Pic.6.**



**Pic.8.**



**Pic.7.**

top to b-post top, and amazingly this cured the passenger side problem first time, leaving a lovely side profile (pic 8). The driver's side, however, will not behave. I managed to rig up a system whereby force in the form of heavy duty ratchet straps was used on the bottom



from the tub, so much that the top of the b-post over-compensates, and left them in position for some time - a day, a week, and currently, over a month (pic 11).

Once I undo the ratchets again - bang, back it flies. I need to keep that position permanently.

Suggested solutions have been to cut a notch in the b-post bracing and weld that once the gap is correct; recently a friend suggested

of the passenger side B-post, using the bracing strength of the floorpan, to pull against the top of the b-post on the driver's side (pic 9). As I tighten

heating the inside faces of the b-post area to soften the metal, but as it's nicely painted I'm



the ratchets, the off-side b-post moves in and the door gaps align perfectly (pic 10) - until I undo the ratchets, where with an enormous bang the tub springs out again. I've overtightened the ratchets, to wonderfully frightening creaking and groaning 10

way of that until I'm certain of the limited area that needs the heat. I know it's not a unique problem so I'll be very happy to hear how other owners have dealt with the problem, and their tried and trusted solutions. If I had that sorted, the Herald Estate will fly together and might even see the road again in my lifetime.

Here's to getting out there again!

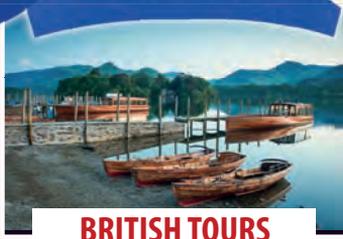
Colin

# 2021

LET'S GET BACK ON THE ROAD!



EUROPEAN TOURS



BRITISH TOURS



IRISH TOURS



MOTORING FESTIVALS



CLASSIC MOTORSPORT



DRIVE & CRUISE



For your financial protection always book with a bonded tour operator



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or see our **NEW** website - [www.sceniccartours.com](http://www.sceniccartours.com)

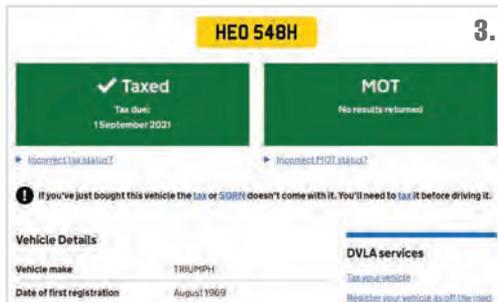
# Heralding in the New Year

I've no doubt that the above heading has been used a few times over the years, so no points for originality, sorry.

**Anyway, Happy New Year to you all!!!** No doubt your celebrations were slightly subdued compared to previous years, but we can all live in hope that as 2021 unfolds, and with the promise of vaccines on the horizon, some normality will return and we can attend a few shows this year.



it's still out there somewhere and being used. It maybe that you know or are the current owner, even if you defi-



I start my first article of 2021 with a plea for help. During November I was contacted by a chap that is desperate to locate a Herald that was once owned by his father, in the hope the current owner is willing to sell so he can repatriate the car. The car moved from Stockport to Scotland around 20 years and was a Green 13/60 Saloon (Pics 1 & 2). The good news is that the car is being shown as Taxed (Pic 3) on the .gov website, so

nately don't want to sell, it would be great if you could still get in touch just to confirm that, I can then at least then let the guy enquiring know. My contact details are at the top of the page, it would be wonderful to reunite the previous owner.

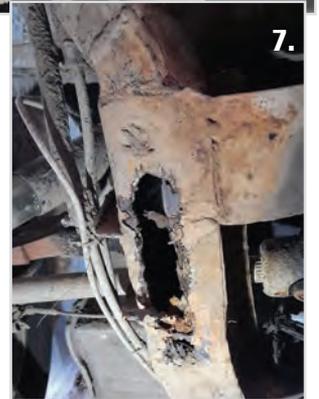
I've had almost no time of either the Herald or the Spitfire in recent months, but as of now I have completed all the house type jobs for the moment, that means some workshop time will be on the cards in the next couple of months.

My Spitfire MKIV is about 90% complete, so it just needs a final push to get it finished. I don't know about you, but the final 10% often seems the hardest as it's filled with all those niggly bits you've been avoiding for weeks and months.

Once that is complete then I will turn my attention to the Herald, though as you've read recently I have made a bit of a start as I've now replaced both door skins, that's about all I'll do to it until the

Spitfire is finished.

As mentioned in previous articles the Herald has had a tough life in recent years, so I knew some work was inevitable this winter. Since moving house in Feb 2020 and now living somewhere that will provide me with the space and opportunity to carry out the work at home, I have been contemplating what level of work to do. I have swayed between a quick tidy up to a body off restoration and back again, however my mind was pretty much made up today when I decided to get underneath with a pointy hammer. It wasn't long before I had made at least one decision for sure, the body will have to



Whilst it certainly isn't impossible to change outriggers with the body on, it does make it more difficult, therefore the body will come off. On the plus side it should give me plenty of material for these pages.

### Electric Washer Pump

This short technical article explains how to use your original manual type washer pump/wiper switch, to switch an electric washer pump. I can take no credit for this idea, as that falls solely with fellow North Devon member **Malcolm Huxtable**....thank you once again Malcolm.

I didn't take any specific photos when I done this, so I've had to adapt what I had, so I hope it makes sense. I'm going to assume you have mounted your electric washer pump and have connected the tubes to the Jets & Washer Bot-

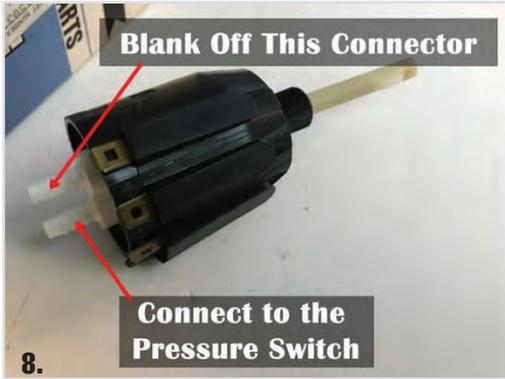
come off as it clear at least the two rear outriggers were in very poor shape (Pics 4 & 5) and the main rails either side of the diff need the usual repairs (Pics 6 & 7).

I was of course a little disappointed at the extent of the rust, but certainly not that surprised given the muddy lanes I used to travel down most days.

tle and have made your electric connections.

The Pressure Sensor used was from a Hotpoint Washing Machine, you can find alternatives but you may have to experiment with which connections to use.

1. On the back of your manual washer pump are



two barbs (Pic 8), one sucks the water from your bottle the other pushes it to the jets. Blank off the one that sucks and run a tube from the other to the pressure sensor.

2. There are 4 male spade terminals on the Pressure Switch (Pic 9), on this model you're only interested on the 2 centre ones. Take your ignition switched 12v feed and connect to either of the centre 2 terminals.

3. Run a second cable from the other centre ter-



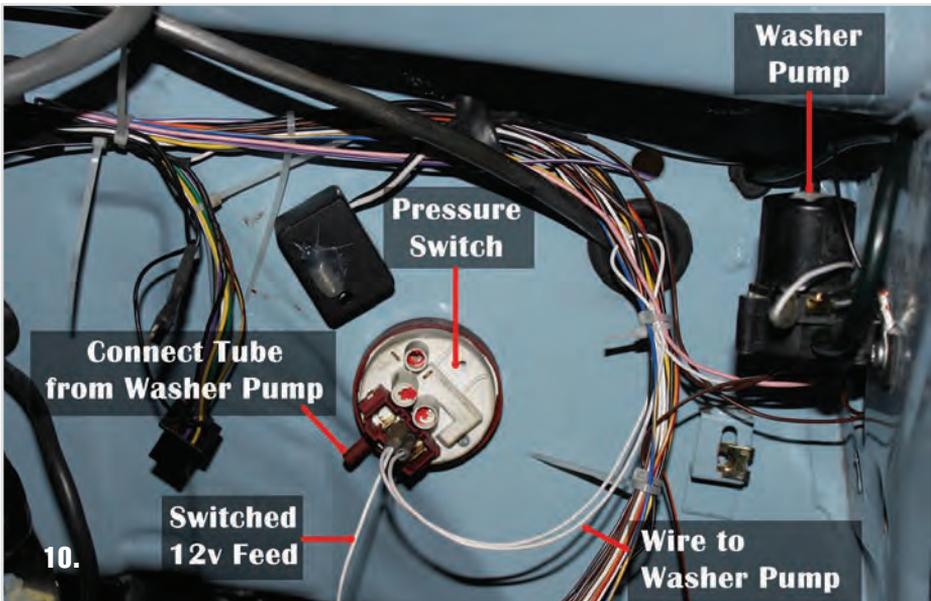
minal to the positive side of the electric Washer Pump. The other connector on the electric Washer Pump should go to ground.

4. No need to pump like before, just press and hold and this will pressurise the switch and bridge the two centre terminals powering the electric Washer Pump.

Don't be confused by the two wires on one terminal on the pressure switch (Pic 10), I was just looping the 12v feed onto another accessory on my car.

If you are confused by any of that, do feel free to email me. That's it for another month, see you in February.

Darren



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Hello everybody and Happy New Year – Hope you all had a good time over the festive season.

It's always good to hear about the experiences of owning and driving a classic car. This month is no exception with an article via Tom Hartley, written by journalist **Neil Briscoe**, I will let him explain.

*"Thanks, Dave.*

***It's about the time I drove across England, Wales, and Ireland with James May in a beat-up old Vitesse.***

*The Grand Tour is back on our telly-boxes (assuming you have Amazon Prime), and we're currently being treated to (or tortured*



## Me and My Prize Vitesse

Whether or not this ends up being the last season of The Grand Tour (as has been variously rumoured and denied) that means we're in for another few weeks of silly cross-country shenanigans involving various inappropriate cars. Twenty-odd years ago, I was involved in what might, if you're feeling generous, be called a vague prototype of such driving adventures. It involved a cool car (well, cool-ish), a deadline, a mechanical drama, and one of the Grand Tour's actual presenters, prior to the fact. Unlike the carefully scripted and crafted tales of GT, this one came about entirely by chance...

The phone rang and I picked it up. This is long enough ago, the autumn of 1995 to be exact, that it was a proper phone, sitting on a side table, with a cable snaking into the wall. The voice at the other end was unfamiliar to me then, but oddly now would be incredibly familiar, to me and to many hundreds of millions of other car-nuts. **"Well, you've won it. You've won the car"** the voice said.

Let me rewind a little. Earlier in the summer of that year, I had been home from university. My family lived then (they still do) in West Cork, which if you look at a map of Ireland is the little finger of land sticking out into the Atlantic, bottom far left. My university was in Bournemouth, on the south coast of England, so trips home were rare and involved either



**James May** - Pic Wikipedia.

*by, delete as applicable and to your taste) involving everyone's favourite (or otherwise) trio of car geeks.*

endless bus journeys and a ferry, or an expensive plane ride.

This summer (I remember it being balmy and sunny, but in memory weren't they all?) my parents, sister and I had gone into the nearby town of Skibbereen for a burger, and I had used the opportunity of popping into a nearby shop to pick up the latest edition of Car magazine. I was an avid reader then, and remain so, but in the far-off nineties, one of Car's columnists was **James May**.

James was at this stage not globally famous. He had not yet begun his first stint on 'old' Top Gear, back in its 30-minute, Thursday nights, BBC2, era. He was ex of Haymarket Publishing and Autocar, and — as I am today — a jobbing motoring writer. In this column, he was writing about his old, creaky, 1968 Triumph Vitesse and how he wanted to get rid of it. It not being worth much, he had decided, through the auspices of his column, to give it away as a competition prize. Now, most people, reading that, might have thought 'hmm, nice old car. I might enter that.' My thought process was; "I know that car."

I did, too, in a manner of speaking. Dashing back home, I began digging through my enormous collection of car magazines, which sat on a somewhat precarious shelf over my bed (if those pre-IKEA shelf brackets had given way under the strain of so many magazines I'd have been suffocated by my own passion...). And there it was, in a 1991 edition of Autocar & Motor, the very first one that I had ever bought, in fact. A long-term test piece, written by James May, focusing not on the shiny new metal that usually made up the subjects of such pieces, but his beat-up old Triumph Vitesse convertible.

I took this as a sign — well, you do with such things when you're in college, right? I dashed, literally, straight to the typewriter (yes, that's how old I am...) and whipped off a letter explaining to James, as he had laid out in his column, why I would be the right person to take ownership of his old car.

Now, a few short weeks later, here he is, Mr James May, soon to be one of the three most famous car guys in the world, and he's on the phone to me saying that I've been selected as the new owner of his car.

Why? Well, according to James, I met the criteria. The my-first-issue-of-Autocar thing might or might not have been a help, but something else I said definitely swung it for me. Everyone else, apparently, had written in describing how carefully they would disassemble, polish, repair, and reassemble the Vitesse, returning it to a condition far better than

how it had left Triumph's old factory at Canley, in Coventry. That was the wrong answer, said James. The right answer, apparently, was mine — that it would be the only convertible in my sleepy West Cork home village, and that I would use it to try and attract girls. This was the intended use of the car, he said, and this was why I had won it.

We agreed to meet in a few week's time at the Car Magazine offices in north London, and we would together drive the car from there, across England, and Wales, to the overnight car ferry from Swansea to Cork, and then on to my parent's house. I would get a car, James would get an interesting feature. Everyone wins.

So, I finished university assignments one Friday morning (or, more likely, skived off from said university work), and grabbed a train to London. I figured my trusty Rothmans-Williams-Renault lightweight jacket would be warm enough for a balmy October day, and rocked up at the Car offices to meet James.

He had shorter hair then, and was wearing a sensible jumper, instead of one of his now-famous flowery shirts. In every other respect, he was how you know him now — not massively chatty, but witty in a grumpy, quiet sort of way. He was fiddling with a small handheld device made by Philips, an early form of sat-nav which, theoretically, would give us text instructions of which way to turn. James would drive the UK leg of the journey, as far as the ferry, and then I would take over on the Irish side, dropping James to Cork airport to nab a flight back to London as we drove.

Off we set. The Vitesse was, to me at that point, utterly gorgeous. Dark blue paint (Triumph called it 'Trafalgar Blue') with matching dark blue convertible top, and blue vinyl seats. It had stacked twin headlights, tiny (but very pointy) tail-fins, and a surfeit of chrome. If you looked a little closer, it was also rather care-worn. Actually, if you even so much as glanced at it, it looked half-way to wrecked. James had driven it and kept it running, rather than fastidiously maintained it, and what work had been done had been done on a budget. One of the seats had previously collapsed and had been repaired with garden furniture components, for example.

The synchromesh in the four-speed-with-

overdrive gearbox was so worn as to be effectively non-existent, and the body so torsionally un-rigid that the doors had a habit of flying open on roundabouts.

Oh, and being a Mk1 Vitesse, it also had that utterly lethal rear swing arm suspension, surely the work of a murderous sociopath, which would lift up and fold the rear wheels under the body if you misjudged a corner and tried to brake...

On the upside, it was a sunny day, the top was down, I was freezing in my too-light jacket, and the 2.0-litre straight-six was eagerly sucking fuel in through its twin Stromberg carburettors.

Off we went...

The Vitesse and we glided easily enough out through London. The relatively cool weather kept any potential overheating problems at bay, and I contented myself with checking the maps, checking the small Philips thingy for directions, and peppering James with a constant barrage of questions, almost all of them a variation on "hey, how do I become a professional motoring journalist?" I'm sure he must have wanted to throttle me by the time we reached the M25 motorway, but somehow he kept his temper even, and the big-six engine powered the old Triumph along happily at 70mph. Well, we figured it was 70mph. The needle on the speedometer would bounce around a bit randomly, so we mostly just cruised with the other traffic and assumed that we were within the rough boundaries of the law. Fewer speed cameras, and no average speed loggers, back then. It happened near Slough.

Night had settled in and we had put the top up, trying to coax a little extra warmth from the Triumph's pretty feeble heater. The soak of warmth from the straight-six engine, wafting back through the firewall, was doing a better job, to be honest, but suddenly our collective blood ran cold as we heard it — whap, whap, whap, whap, whap. It sounded like someone slapping a wet dog with a rolled-up newspaper, over and over again. We pulled in, and found that tread was peeling off one of the rear tyres.

Fumbling in semi-darkness with an old toolkit, we finally got it changed and the (pretty-ancient-looking) spare on, but now were well behind schedule. James pressed on hard, the wobbly speedo flapping around between 80-90mph, but it was for naught. We reached Swansea to find the gates to the ferry port closed, the boat gone.

We probably should have turned around at that

point, but James was all for pressing on — some of the do-or-die Top Gear spirit apparent even then. There would be another Ferry, from Fishguard, up on the west coast of Wales, leaving at 3am for the port of Rosslare in Co. Wexford. We could make it, at the cost of sleep, and would have more miles to cover on the Irish side, but decided to go for it. It was probably an entertaining drive up through Wales, along twisting roads, but I'll never know — by this time I was tired and was concentrating on keeping a check of the maps to make sure we didn't miss a turn, didn't miss another boat, didn't get snagged by slow-moving traffic across Wales. We didn't, happily, and rolled onto the ferry on schedule, nabbing a small two-berth cabin to grab some shut-eye on the four-hour crossing. Which means, yes folks, I've shared a bathroom with James May and he's seen me in my underwear.

Sorry about that, James.

At 7am, we docked, fired up the Vitesse, and now it was my turn. Except, well, except there's a problem. I'd heard, at that time, of the concept of double-declutching, and heel-and-toe gearchanges, but I'd never actually done either, bar some half-hearted attempts in my dad's Ford Sierra. Now, with the synchromesh of the Triumph's gearbox so conspicuously absent without leave, I have to learn, and learn fast. And do it while guiding the Vitesse off the ferry and up and out the road past the town of Rosslare, all with other impatient drivers and holidaymakers swarming around me. It didn't help that the mount for the organ-style throttle pedal was slightly loose, causing the pedal to wobble around, meaning that my attempts to roll my foot onto it, to give a jolt of revs to smooth out the gearchange, are more than a little hit-and-miss, compounding my inherent flat-footedness. We make it as far as a nearby B&B which offers breakfast on a drop-in basis. I expect a tirade of abuse from James as to my cack-handed handling of the car and its gearbox, but all he actually does is note the amount of sugar I'm spooning into my tea cup and observe that 'there's not enough room in that cup for all that sugar.' Hey, I was young and wasn't putting on weight back then...

We carry on, and the gearbox gets a little easier. The trick is to get it into fourth, and then use the overdrive, actuated by a small wand on

the steering column, trusting in the engine's torque to carry you through any low gear manoeuvres. The overdrive works smoothly and easily, doesn't require you to go near the clutch, and is sort-of-kind-of a prehistoric form of paddle shift. I come to rely on it, as a way of avoiding using the recalcitrant gearbox, but the rest of the Triumph feels wonderful, to me. Doubtless today, with two decades of testing cars behind me, I'd find nothing but fault, but back then, with the twig-thin Bakelite steering wheel rim in my hands, aiming between the frowning peaks of the bonnet, and with that straight-six roaring and growling away in lusty tune, I just fell hopelessly in love with that beat-up old car.

Knackered it may have been, but on a sunny day, with the top down, it was pure, unadulterated, uncut motoring.

We drove on, passing Waterford, Youghal, and Castlemartyr until we hit Cork city, and I swung around the ring road to drop James at the airport. I might have expected him to be a bit more emotional about saying goodbye to his (t)rusty old Triumph, but he was, in fairness, in a rush to catch his flight so aside from taking a couple of quick photos of the ignition key (a delicately slim thing, with the Triumph logo embossed onto the top) and the car's badges, he was off. (It was the last time I saw him until a chance meeting half-a-decade later at a Saab launch. By then he was properly famous, and we exchanged just a few words. He was, incidentally, cross with me for having later sold the car on...)

The old Triumph had one last surprise for me before I got home, though. On my own now, and driving on roads I knew well, I barrelled along happily, soaking up the atmosphere of the drive and plotting just which of the local girls I'd try first to impress with my new wheels. It was still early enough in the day, so few other cars were on the road, and I was lapsing into my usual driving habits, honed in the family Sierra. Coming into the town of Clonakilty, from the Cork side, there's a small roundabout, and the road was mildly damp from an overnight shower. I drove, uncaringly up to it, indicated, swept the steering wheel around and... lifted off the throttle.

The Vitesse took instant exception to this foolish move, the swing arm rear suspension went about its murderous work, and within what felt like a fraction of a second, the little Triumph had whipped around in a perfect 360-degree spin,

stayed away from any of the nearby walls and kerbs, and was now rolling gently along the road, in the intended direction of travel.

The engine was still ticking over, which I then realised was because I had reacted by stabbing at the brake, but because the pedals were so offset to the right, had actually hit the clutch pedal. No-one had seen me do it, the car was unscathed, my heart was beating like a panicky rabbit's.

To this day, it's still the only car I've ever tipped into a spin on the public road. I crunched the gearbox into first (bl\*\*dy synchromesh) and drove the last few miles home with a deal more caution.



That wasn't the end of my travails with the Triumph. There was the occasional, illicit drive (Irish insurance costs meant I was never technically allowed to drive it. Technically) and the incident with the distributor cap that got me fired from my first job (long story), but the first adventure was over. I didn't know it then, but I had just driven a classic car across the country — three countries, technically — sitting alongside the man who'd gifted it to me, who would go on to become one of the most recognisable TV personalities... in the world.

**Article by Neil Briscoe**

Thanks Neil for a very entertaining article. Though I am not too sure all Club members would agree with your description of the Vitesse (Mk1) rear suspension as an "utterly lethal rear swing arm suspension, surely the work of a murderous sociopath" But to be fair I guess it's all about one's perception.

That's it for now see you all next month.

**Safe Driving & Keep Running On All Six,**

Dave

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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
Recon exchange J Type O/D 1500 .....	£450.00
Recon Exchange Diff .....	£450.00
Recon Exchange Diff (NCW&P) .....	£550.00
Rear wheel bearing kit GHK1029 .....	£14.50
Early/late rear drive shaft .....	£92.50

Recon exchange drive shaft assembly .....	£225.00
Rear shock absorber GSA385 .....	£18.00
Rear leaf spring 159640 .....	£120.00
Recon exchange brake caliper type 14 .....	£45.00
Brake disc 208715 .....	£13.50
Brake disc 208715 Drilled/Grooved .....	£42.50 pair
Caliper repair kit inc pistons type 14 .....	£20.50
Handbrake front cable 121766 .....	£5.00
Handbrake cable end fork 104749 .....	£3.00
Rear wheel brake cylinder - 7 dia GWC1110 .....	£12.50
Rear brake lever 123135 .....	£6.50
Brake shoe set GBS749 .....	£12.00
Clutch slave cylinder GSY103 .....	£35.00
Clutch kit GCK160 .....	£77.50
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
Wiper motor (new) .....	£45.00
Universal joint with grease nipple .....	£9.50
Dash top cover 815281 .....	£55.00
Seat cover set, brown houndstooth material .....	£180.00
Gearbox tunnel retaining plate 608383 .....	£1.80
Wheel arch to bulkhead seal 613666 .....	£3.00
Inertia seat belts less warning light wire .....	£85.00 pair
Inertia seat belts less sensor OE .....	£95.00 pair
Inertia seat belts less warning light wire Red .....	£85.00 pair

## GT6

Bonnet assembly Mk II 908116 less tubes .....	£1,500.00
Bonnet assembly Mk III 913766 .....	£1,550.00
Front wings Mk II 908113/4 .....	£140.00
Front wings Mk I 907154/5 .....	£105.00
R/H front overrider Mk I 710717 .....	£42.50
Boot floor carpet Mk I/II 810841 .....	£36.00
Main carpet early Mk III new tan 822633 .....	£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
Front suspension vertical link .....	£145.00
Front shock absorbers .....	£20.00
Track rod ends .....	£9.50
Rotoflex coupling 152273 .....	£39.50
Rotoflex bush kit inc tubes per side .....	£37.50
Brake shoe Mk III/III rotoflex GBS750 .....	£19.50
Brake shoe non rotoflex GBS746 .....	£20.00
Front side/flasher lamp assembly 155416 .....	£20.50
Delco distributor cap .....	£12.50
HT lead set .....	£12.50

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Mk I front panel (nose cone) 903258 .....	£125.00
Mk I headlamp panel 575894/ZKC1972 .....	£75.00
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) GBS803 .....	£19.50
Rear wheel cylinder GWC1205 .....	£17.50
2.5PI Rostyle Wheel trims .....	£125.00 set

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Dolomite Rear lamp assembly R/H TKC938 .....	£52.50
Head lamp assembly 1300/1500 Dolo (square) .....	£105.00
Headlamp bowl 1300/1500 Dolo (Square) .....	£28.50
Rear screen rubber 919397 .....	£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
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Front subframe mounting cup washer 138626 .....	£7.50
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Toledo front shock/spring assembly .....	£48.50
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Dolo 1500/18-50 wheel cylinder GWC1502 .....	£15.00
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Tank sender 1500HL/1850HL/Sprint 215652 .....	£45.00

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## More Spitfire Projects

Last September I introduced you to Mickey Parish and his Mk2 Spitfire which he was about to embark on restoring having been snoozing in a garage for the last 20 years or so. At the time he had mentioned other Spitfires and shortly afterwards he sent me some more information on these cars. He wrote:

*"I promised you some background: here goes! We bought our 1st Mk2, EFU 643C in Oct 97 from a dealer as a "project" which would be a summer holiday hobby for our son Andrew, then 16. He and I managed to dismantle the car totally, but when we tried to get some welding organised for the tub - which was the most rust-affected section - we were told not to waste any more money on it. As a result the shell was eventually scrapped in May 2003, leaving behind however most of its removable parts in our garage.*

*Undeterred, and not learning lessons it would seem, we purchased RLL 962E in 1999, another "project", yet again from a dealer. The body seemed in much better condition than EFU and we immediately sent it off to a workshop for welding, respray and to be brought up to MOT standard. Unfortunately the mechanic who was doing it up contracted a serious illness, and was unable to work on it for a long time.*



*Eventually he completed the job and it passed its MOT in 2003. I drove it back to Sevenoaks, about 50 miles, with a view to completing the restoration (seats, trim etc.) myself. I placed it in storage in a lockup hoping to retire soon and get on*



*with it.*

*Meanwhile back to Andrew's Spitfire interest: We had always dreamt of gifting him the gloriously completed car for his 21st! As the years went by it became obvious this wasn't going to happen, so my wife and I bit the bullet and went out and bought him LPC 205D, a midnight blue Mk2 in (well almost) 100% running order. He used it at Uni and subsequently for his wedding car in 2014*



replacing both. Removing the master is proving to be a knuckle duster, as all but 2 of the bolts and nuts involved have corroded solid and are resisting all my efforts so far. The clutch pedal itself has seized solid!

I already knew that the clutch had no fluid (from trying to start and move the car in the lockup several years ago). I have been trying to deal with this issue. The corrosion around the base of the master cylinder shows this was probably the problem, but as the slave cylinder was equally dry, I'm thinking of replacing both. Removing the master is proving to be a knuckle duster, as all but 2 of the bolts and nuts involved have corroded solid and are resisting all my efforts so far. The clutch pedal itself has seized solid!

Once the car is mobile, I can get it to a professional to get the brakes checked out and the fluid renewed (they do actually work at present). Then I can begin the process of checking out electrics, suspension and steering, then rectifying some of the rust spots that have appeared after 15 years in a draughty and leaky lockup and start trimming it and getting the appearance at least acceptable.

Going to be a long one ..."

Anyone still interested in dynamos? I'll keep one in case a future owner of the car requires it, but it means I have 2 spares and they are taking up space. I could sell or swap."

If anyone is interested in one of Mickey's dynamos please let me know and I'll put you in touch with him. When Guy rebuilt our Sybil he was intending to leave her as original with a dynamo but after trying 3 or 4 dynamos which were all duff, and with only 2 days to go before we headed off to Le Mans Classic in her, he gave up and fitted an alternator so we might at least have some lights! So, if anyone wants a – potentially non-working – dynamo, please let me know as I wouldn't be surprised if they all went back onto his garage shelf!

Another 'matters arising' item from its original mention in last September's Courier was that of the 'Spyder' body kit. This time the email came from **Dick Twitchen**

"Your comments about the about the Spitfire body kit raised a wry smile and thought you might like to see a photograph of a Dutton Malaga/B+ I restored many years ago, and featured in the "The Courier."

[Suzie note: In Trevor Collett's Specials Reg in the Octo-

and he still has the car. However as he has a small child now, the car has most recently been on SORN and resides in Bournemouth in his garage under a car cover and much water sports equipment.

Now RLL 962E remains my project. I finally managed to retire just before being locked in by Covid and took the opportunity to clear out a lot of junk from my garage, in order finally to be able to bring the car back from the lock-up. I have quite a few possibly usable spares from our first Spitfire.

So far I've cleaned the plugs and points and checked the levels and the fuel lines and started the engine! That was the easy part. I already knew that the clutch had no fluid (from trying to start and move the car in the lockup several years ago). I have been trying to deal with this issue. The corrosion around the base of the master cylinder shows this was probably the problem, but as the slave cylinder was equally dry, I'm thinking of

## Dutton Malaga



poor Spitfire which lies at the heart of it to remain fully incognito. And apologies to all Dutton owners who love their cars.

And now a post-script to the Spitfire I featured last month, which has kindly been donated to the TSSC by **Colin Lemmis** in memory of his late wife Val. Bernie had sent me a couple of photos of the car tucked away under cover at HQ showing the rather dashing hardtop it came with –

ber 2005 issue – as found in the TSSC Courier archive] *This used the usual Triumph bits including a Spitfire engine and gearbox.*

*More to the point, front end view look familiar? The back was definitely better looking than the Spitfire kit!"*

Yes, the Tangmere Spyder certainly shares some of its parentage with said Duttons and, from my point of view, the different rear end allows the

noting that the rear Perspex window was present but had been carried separately by the delivery driver for safety..

I recognised the design from the various articles I had written several years ago, as Bermuda but knew little more than that so turned to 'Mr G' (Google, not Guy this time).

I was able to track down some adverts for this hardtop showing versions on MGs but could

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looking for among his immense archive of motoring literature in a 1968 Motor magazine thus allowing me to share it here with you.

And finally, a wish, as I'm sure everyone does, for the vaccines to work and for Covid to finally be beaten into submission during this year. In the meantime, stay safe.

*Suzie*

only find a tiny poor quality version showing a Spitfire, until I asked Richard Dredge or Magic Car Pics and he was kindly able to track down exactly the image I was



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# Front Wheel Bearing failure

Happy New Year everyone, let's hope we actually get back to some normality this year with some classic car events and meetings resuming as 2020 was pretty dire for the classic car owner. I hope you managed to make the best of it during lockdowns and tiered restrictions to do some work on your GT6.

Following on from last month I'll continue the article on Triumph Front Wheel Bearing replacement.

## Front Wheel Bearing Replacement Part 2

Now it's time to replace the bearings.

Bearings vary a lot in quality and price, the cheaper unbranded ones sold by most of the Triumph Specialists tend to wear out prematurely, so try and go for a quality bearing manufacturer such as SKF or Timken. Some suppliers list Timken bearings and these were the original brand installed by Triumph and definitely superior to the unbranded ones. Shop around for them using the Triumph or Timken part numbers. I found prices for the Timken bearings varied considerably, ranging from under £26 for a car set of 4 bearings to replace both left and right inner and outer bearings to over £80 for 2 bearings for one side only with one Triumph specialist who I'll leave unnamed! The £26 deal was with Chris Witor 2000,2500 saloon specialist, although he doesn't list these for a GT6 they are the same part number as a 2000/2500 Saloon and Dolomite, they are listed as separate parts rather than a set.

### Triumph Part numbers are:-

**Outer Wheel Bearing Set GHB102**

(sometimes labelled GHB102B)

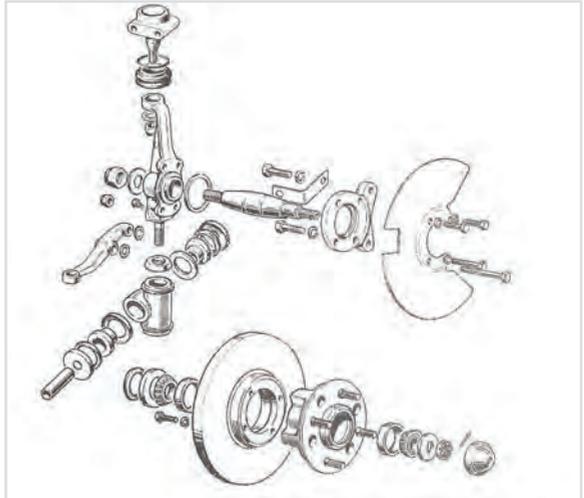
**Inner Wheel Bearing set GHB101**

(sometimes labelled GHB101B)

### Timken Part numbers are:-

**Outer Wheel Bearing Set 2**

LM11949 – LM 11810.



## Exploded view of Hub and vertical link assembly

**Inner wheel bearing Set 4 L44649 –L44610.**  
Useful to know in case you see some for sale at



**Timken bearings, top quality and the original Triumph supplier.**

an autojumble without the car model listed!

Drift the new Bearing races carefully into place, again using a soft drift to start. Once the bearing gets below the surface of the hub I use one of the old races to drift it the last little bit which is a useful tip! If you are lucky enough to have access to a professional press tool then that would be even better. Take care to ensure that the races are driven fully home.



**Drifting in the new bearing races using a brass drift**



**New Bearing Race fully home**

Next prepare the roller assemblies for installation by generously greasing them in a high quality grease listed as suitable for wheel bearings.



**Grease the roller bearings generously with a good quality grease.**

Between the inner bearing and vertical link there is a felt oil seal. Be careful as a lot of the ones currently for sale by the Triumph Trade are too thick, if you find yourself with one that is thicker than the original then cut it down with a scalpel. I did manage to find some original new old stock correct thickness ones on ebay.

Soak the felt seal in engine oil and squeeze out the excess before fitting. The seal has a metal retaining ring which is installed against the bear-



**Soaking a new Seal in Oil before fitting**

ing, the felt part sits facing away from the hub towards the vertical link.

Install the bearings and oil seal in the hub and then refit to the stub axle, if the bearings are a tight fit on the stub axle you may have to tap the

assembly home with a soft hammer. Once in place fit the D washer and castellated nut. As my old D washer was distorted this was replaced with a new one.



### **Hub Assembly installed with New Bearings and a New D Washer.**

Next is the most critical part of fitting the bearing. The bearing should be set up with some free play, there are two ways of doing this, either by feel, or if you have a dial gauge you can set it up accurately. The end float should be from 3 to 5 thou or 0.08 to 0.13mm

Start by tightening the castellated nut until the bearings have no play and are starting to go a bit stiff, take care not to overtighten though as you'll damage the bearing, then back off the nut until you can just feel some play. Check the end



### **Checking the end Float with a Dial Gauge**

float with a dial gauge to get this exact, but if doing it by feel get it to the point where you can only just feel play.

Once you are happy with the end float secure the castellated nut with a new split pin, ensuring



### **Fit a New Split Pin**

that there is still free play if you have to undo or do up the nut slightly to get the split pin into place. Note that there are holes in the stub axle at 90 degrees to provide fine adjustment. Double check the end float once the split pin is in place to make sure it's still OK.

Then replace the dust cap by tapping the cap gently home.



### **Replace the Hub Dust Cap**

Refit the wheel, if you do up the wheel nuts tight while it is still jacked up you should feel a fair amount of play at the wheel rim if the end float has been set up properly. If there is no play the bearing won't have room to expand under heat in use and could fail early so make sure you've got it right.

Don't forget to fully tighten the wheel nuts once the car is off the axle stand/jack. Best practice is

to change both wheel bearings at the same time so best to buy bearings sets for both wheels while you are doing the job and then change both sides.

I also changed the plastic trunion bushes and seals while I was taking things apart and I also found a cracked Anti Roll Bar link so I changed both of those too.

### Letter from Neil Smith

I received the following letter and advert picture from Neil Smith of Buckle, Moray in Scotland.



*“Dear Mr Cook,  
I have enjoyed looking at old Triumph Car adverts that appear in the Courier from time to time, I have enclosed a photo that shows my attempt to do one for my GT6. I used my friend Fae Clarke to be my model as she has taken some very good photos of my car. I just thought it might give other Triumph owners the idea to come up with their own design, something to do during lockdown perhaps?  
Best Wishes,*

**Neil Smith**

### Letter from Phillip Bellamy in Switzerland

I also received a letter from Philip Bellamy from Brütten in Switzerland with a question regarding a replacement fuel pump. I did reply by text message asking Phil to email with photos of the new and old pump but he sent me another letter saying he doesn't do email so unfortunately I'm not totally sure what the problem with his pump not having seen any pictures to compare his new pump with the original. Here is an extract from

his letter:-

*“I have a small problem with the GT6, as I need to pump fuel from the tank to the carbs, using the hand pump on the actual fuel pump. I thought I might fit a new fuel pump so bought the same from (suppliers name removed), however I have seen that the lever for hand pumping operates in the reverse direction to the old pump. This pump says it was made in Taiwan so why this change? Before going to the trouble of actually making such a change I would like to*

*have some information as to the possibility of having the wrong pump?*

*Why was this change made to the original design? ”*

To be honest I would say that this change of spec to original is symptomatic of a lot of the quality of replacement parts for our cars (similar to the bearing seal mentioned earlier in this article!). The best course of action I

have found is to try and get NOS (new old stock) genuine parts where possible for the components where the specification of aftermarket parts is known to be dubious. From experience, the best source of NOS genuine parts are auto-jumbles, spares shows like Stoneleigh (This year at Telford!) larger TSSC and Triumph events like the Inter Club Weekend (At Malvern this year 13th – 15th August) or e-bay but I appreciate that for owners outside of the UK the options may be limited.

### Technical Queries in General

A message for anyone else with technical queries, these are often best questioned and answered by email so that pictures can be included with your question as appropriate and also so that pictures or extracts from documents can be used in the reply. Therefore please email your message to [gt6@tssc.org.uk](mailto:gt6@tssc.org.uk) if at all possible, it makes life easier and more efficient and also allows me to reply in my own time in the evenings when I am not at work in my paid day job!

### From the Archives

I found some pictures of when I did a complete front suspension steering and brake rebuild on my GT6, this must have been in the really early 90s I think around 1990 or 1991



**New Shock Absorber and Spring Assembly parts ready for re-assembly**



**Vertical Link Assembly parts painted ready for re-assembly**



**Re-conditioned Steering Rack and mountings painted with new bushes and u bolts.**

Most of these parts have been replaced since bit by bit over the years but this was the only time I did a comprehensive complete rebuild, new vertical links, trunnions, trunnion bushes, wishbone bushes, steering rack, Anti roll



**Part way through re-assembly**

bar links, shocks, calliper seals and pads, brake flexi pipes, track rod ends, Suspension Bolt kit etc and a clean and paint of the individual components.

*Andy*



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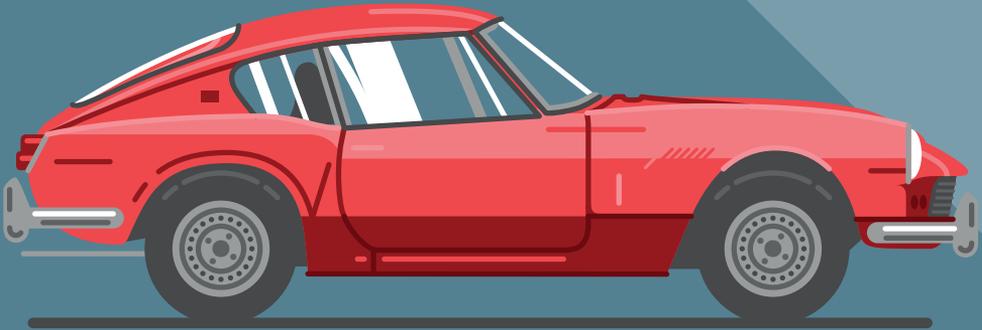
### Gearbox Tunnel Covers

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

<b>709862SAP</b>	GT6 Polythene tunnel cover	<b>£98.00</b>
<b>708505SAP</b>	Herald Polythene tunnel cover	<b>£98.00</b>
<b>XKC1673SAP</b>	Spitfire Polythene tunnel cover	<b>£98.00</b>



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# BOND EQUIPE

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## Unusual Convertible

A very happy New Year to one and all – I hope that 2021 turns out to be more normal than 2020 and as a Christmas present to the world I hope the vaccines work and are then able to be disseminated to everyone.

Now as I sit here at the beginning of December, my file is empty, so have been on a bit of a trawl, and on the Bond Equipe 2 Litre Facebook page, I found an advert for a 2 Litre Coupe in Cape Town, South Africa. It seems to be in very good condition, with the interior re-trimmed in red leather – if the description is correct in stating it is the original engine then it would be a MK II car, but no date was given. They are asking 150,000 Rand which equates to around £7,300.00 which is perhaps a bit on the high side, but then it is rare – I have no records of any other 2 Litres in South Africa, and just one other Equipe – a 4s.

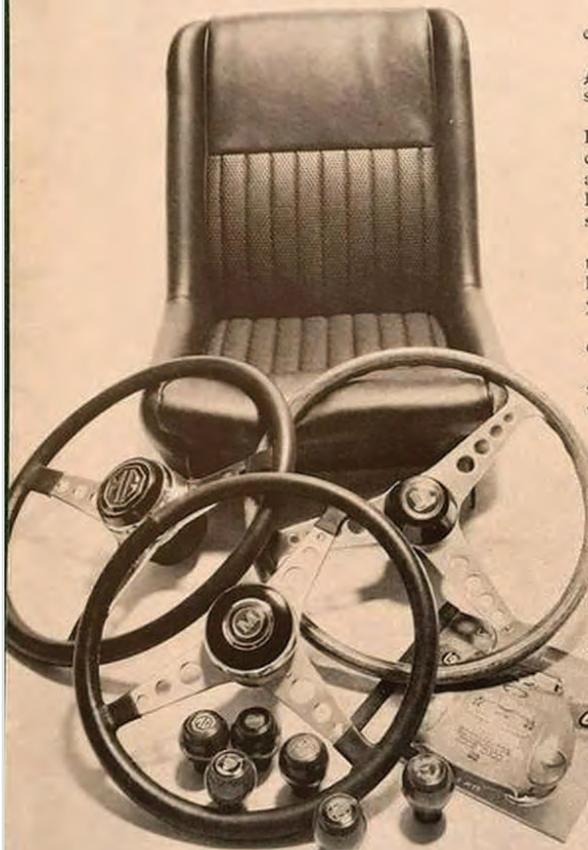


Now staying with a theme of modified interiors, which is quite rare in Equipes, also on the same

Facebook page I found a photograph of a 2 Litre Convertible with a white leather interior – a very nice job. Not a car I have seen in the flesh – but hopefully next year I might. Finally, and again from Facebook, I found a copy of a Les Leston Advert from a 1968 Motor magazine, this shows the 2 litre seats and 4s wooden rimmed steering wheel (at just £7-19-6) amongst other things. So that's all from 2020, let's hope we are allowed to BOND in 2021.

Guy

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# STAG

PHIL WILLSON [stag@tssc.org.uk](mailto:stag@tssc.org.uk)

## The Work Continues

I have now made some of the improvements that I have suggested in past articles.

They are mostly a matter of personal choice as I know that there are many Stag owners who have made a point of keeping their cars as original as possible. Of course, I see absolutely nothing wrong with that. However, I prefer a bit of extra insurance and the header tank idea comes top of my list, followed by an electric cooling fan.

There are two off the shelf header tank kits that I know of, from [Stagweber and EJ Ward](#).

I chose the former because it worked well on my previous car. It has been improved in recent times to allow for the fitting of the alternator in the top left position on the engine, rather than bottom right where it is less accessible and prone to road splash.

The fan kit is from [Revotec](#), available from the [Club Shop](#) and other places. Information on header tank and fan kits appeared in the Stag Register, June 2019.

Actually the car already had a header tank based on a Ford Granada unit, which was a design by an SOC member about 20 years ago. While it worked very well, the tank was quite large and made the distributor inaccessible without removing the tank, as you can see in [Photo 1](#). Also the hoses were



**Photo 1: Ford Granada header tank system**

quite long and caused the bonnet release cable to take an awk-



**Photo 2: Stagweber tank and Tony Hart alternator bracketry.**

ward route that could have led to its failure as it wasn't pulling in the correct direction. [Photo 1](#) also reveals the large unused space in the front left hand corner – into which the Stagweber tank fits quite snugly. [Photo 2](#) shows the new tank in place along with the thermostat unit (fitted in the top hose) and also shows the al-

ternator in the new position (a **Tony Hart** kit – supplier tonyhrs on eBay). The wiring has been bound with a black spiral wrap to keep it tidy.

I also replaced all the water hoses with Samco silicone ones, which should last for years. I will still carry the old ones as emergency spares though.

Now that the old header tank was out of the way I was able to remove the distributor cap and check it out for cracks, contact burning etc. It and the rotor arm appeared in good order so I gave it a thorough clean and fitted a new set of spark plug leads (from Robsport). In theory they should have been supplied in green, as original.



**Photo 4: Insurance' bonnet release.**

small amount of attention. The rubber base cushion pad and the rubber on the securing strap had seen better days, so new items were sourced (from Robsport, but also available elsewhere).



**Photo 3: Clean distributor cap with new leads**

However mine turned out to be black but I didn't complain as I actually think they look better than green on a blue car that has a blue distributor cap. See [Photo 3](#)

Note that a correct set of leads should have 4 with a right angle fitting at the cap end, which go on to the right hand bank of plugs. The other 4 plug leads should have a straight fitting for use with the left hand bank. The king lead (to the coil) is usually a right angle connection.

At the top of [photo 3](#) you can also see that I have fitted a second bonnet release cable (as described in the December 2019 Stag Register article). I was able to acquire a correct second-hand mounting bracket and it screwed directly into the pre-existing holes under the right hand end of the dash with 3/16" UNF screws. See [photo 4](#).

In the left hand corner of [Photo 1](#) you can just see the wiper motor which has also received a



**Photo 5: Old wiper motor strap rubber with new strap, rubber and cushion pad**

Old and new can be seen in [Photo 5](#)

And it goes on....

.... One of the rubber bonnet buffer pads fell apart one day while working around the engine bay. They have both been replaced with poly items (also from Robsport and others), as shown in [Photo 6 overpage](#). This is the correct way round according to the parts manual. I have seen cars with them at 180 degrees to this.



**Photo 6: Old and new bonnet buffer pads**



**Photo 7: Old badge coming off**

The Triumph badge on the plinth above the front bumper was slightly bashed about so I bought a replacement (yet again from Robsport). You can buy the badge and the chrome plated back piece or just the badge on its own. I went for the latter as the backing was in very good condition. As the weather was getting colder by now I removed the plinth from the bumper (two 7/16" UNF nuts, two spring washers, two flat washers and two shaped support plates) and took it into the house. The old badge was scraped off (photo 7), the surface cleaned with white spirit, and the new badge fitted. It is better



**Photo 8: New improved badge**

to do this in the warm as the adhesive on the badge will work much better. The new badge seems to me to be made of a thicker metal than the old one and is a definite improvement.

Last but not least, the ends of the two carburettor rods were becoming rather frayed and were a mixed bunch. Most suppliers have good re-



**Photo 9: New carburettor link rod ends**

placements for these that are much better than the plastic originals. Mine came from Tony Hart on the same order as my alternator kit. See Photo 9. When fitting them be careful to make them the same length as the old ones or you will have some carburettor setting to do.

So, once again there was nothing major wrong with the car, it's just me wanting to tinker and improve things. What I really want, of course, is to get it out on the road and use it but it's the wrong time of the wrong year to go very far. Let us all hope that 2021 will be better for all of us and that we can start meeting up again. I hope to see some fantastic Stags and other of our Triumphs soon as many of us have had so much extra garage time in 2020.

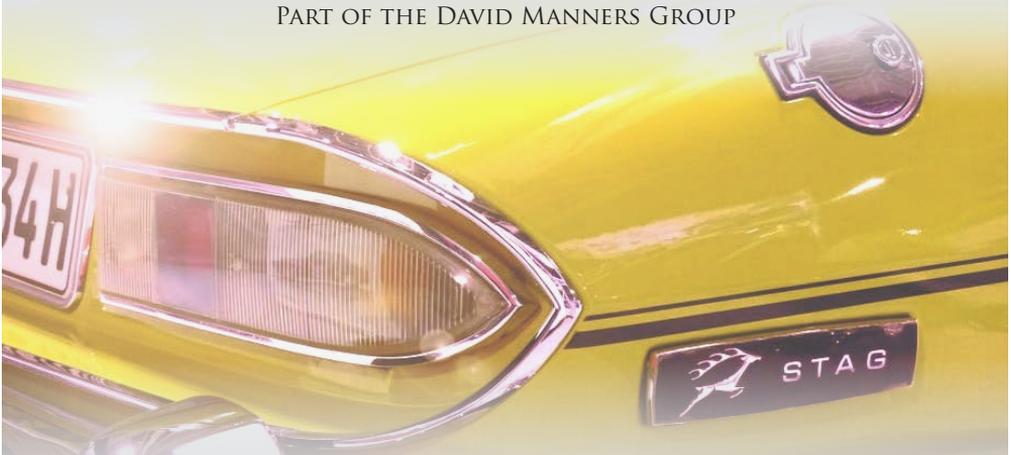
**Happy New Year to you all.**

*Phil*



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## Gale Force?

**The Hurricane is unique amongst our club kit cars in that it is the only one that is designed to fit onto an unmodified Spitfire or GT6 chassis.**

The idea to entirely replace the Spitfire, or GT6, body with a fully fibreglass alternative was a joint one, by two brothers, Martin and Robert Vincent. They turned their idea into reality working out of some barns on a farm near Henley on Thames.

Introduced to the market place 1982 as the Vincent Hurricane, this quality kit found a fair number of eager

buyers. I have seen many examples over the years and all have looked excellent. This car retains such luxuries as wind up windows and a proper hood from the donor Spitfire, and even has a boot.

Due mainly to the accomplished fibreglass moulding the Hurricane has never been cheap to buy, but the finished car has a truly production look, and feel, to it.

You can read a more detailed history of the Vincent marque on the web site of the **Vincent Hurricane Register** [www.vincenthurricane.org](http://www.vincenthurricane.org).

The web site is interesting but doesn't seem to be particularly active; its most recent "news" item is from 2014.

As has become my custom I am prompted to write about the Hurricane by a couple of examples I've seen up for sale recently. As I write, the web site [www.classiccarsforsale.co.uk](http://www.classiccarsforsale.co.uk) has White Hurricane **LNW609L** for sale. The ad is not the most eye-catching, just the one grainy photo and a very short description:



*"Spitfire based, 1972 Vincent Hurricane, 80% complete rebuild, must sell problem with eyes, rebuilt engine, suspension, hard top, engineer owned, new alloy wheels, come view.*

*Registered as Vincent Hurricane."*

The asking price is £4,400. This seems on the high side for a car that is only "80% complete". As we all know, for many projects the last "20%" can take as long as the first "80%". The car is in Surrey, not that far from me, and in more normal times I might be tempted to go along and kick the tyres. From Gov web sites we can see that it is indeed registered as a Vincent Hurricane, it is currently SORNed, and last passed an MOT in June 2015.

I assume the car was a Hurricane then, not a Spitfire, before the rebuild started..

I found the advert for Red Hurricane **RMA571H** on [www.carandclassic.co.uk](http://www.carandclassic.co.uk). I don't know when it was first advertised, as I write it is marked as sold. Here is the seller's description:

*"It's time to accept that I'm never going to get round to spending a lot of time doing this car up so someone else will have a*



*chance to enjoy it. I've had it for 15 years and drove it until I retired when somehow I didn't have time!*



*It will still drive (it gets pushed out of the garage from time to time and I start up the engine) but is currently SORNed. The engine is not the original but a 1500. It runs well but there is an oil leak... I think from a seal. Four almost new tyres, semi-sports stainless exhaust - sounds great.*

*This car is based on a 1970 Triumph Spitfire Mk3 but the bodywork has been changed to fibreglass.*

*Sometimes referred to as a kit car*

The first advert I found for Green Hurricane, with registra-



tion plate **412VST**, was from around 2017, here's the advert blurb:



*"Rare bespoke body atop a classic chassis and driveline. The Triumph Spitfire is a consummate classic, with a huge and passionate following around the world.*

*but I understand not classified as such by the DVLA.*

*Also known as a Vincent Hurricane."*

*The asking price was £3,500 or near offer. It looks like it has a new owner, as it is now taxed, until October 2021. The car last passed an MOT in 2015, after a first failing a test with quite a long list of issues.*

*It had the oil leak then too.*

A classic British roadster with rev-happy small-displacement engines, Triumph pioneered sporting motoring as an affordable and attainable dream to the masses. For those looking for a touch more modernism from their classic roadster, a small English company began creating bespoke replacement bodies in 1983. These re-bodied Triumphs were originally named the Vincent Hurricane, and the Hurricane programme still exists today, though ownership has since been taken on by Caburn Engineering.

From the rear, the Hurricane body looks something like an old Ferrari, and the front – almost Aston-like. This 1968 Triumph appears to be based upon the GT6 chassis, which was marketed as a Le Mans-bred GT car, with a higher output engine. Bearing a 2-litre straight-six under the bonnet, and a four-speed transmission with (the highly desired) two overdrive gears; the car also boasts twin Mikuni carburetors, and 15 inch alloy wheels.

This is believed to be the only Vincent Hurricane bodied Triumph in Australia, and is eligible for club reg. Those after a classic British roadster, here's one that will stand out at any Triumph show! The car is on



offer from Sleekline & Classique in Victoria, for a listed \$27,500 with RWC"

That is interesting, a Vincent Hurricane in Australia. RWC is the Certificate of Roadworthiness. Thanks to my legendary web searching skills I then found another reference to this Aussie car. It was offered up for auction by Shannons of Sydney in autumn 2019, here is the catalogue text:

"Triumph's pretty GT6 was originally conceived as a fast-back coupe version of the popular four-cylinder Spitfire roadster, again styled by the brilliant Italian designer Michelotti. To counter the weight gained by adding a roof, Triumph's engineers modified the GT6's engine bay to accommodate the more powerful 2-litre six-cylinder unit from the 2000 saloon. Launched at the 1966 Earls Court

Motor Show, the GT6 was well received, with road testers singling out the sparkling performance, nicely appointed interior and practical rear hatchback for special praise.

The GT6's cabin boasted a walnut dashboard with full instrumentation, carpeting throughout and comfortable seats, plus a decent heater. Fed by twin Zenith-Stromberg carburetors, the 1998cc six developed 95 horsepower and drove the rear wheels via a four-speed gearbox (with overdrive optional). To keep pace with the market, Triumph modified the engine for the Mk II with a new cylinder head, manifolds and

camshafts, which boosted horsepower to 104 and raised the top speed to 188 km/h, making it faster than its nearest rival, MG's BGT. Triumph's GT6 and sister Spitfire have enjoyed a loyal following over the years and in the early 1980s a bespoke English company run by brothers Robin and Martin Vincent began building fibreglass body shells to suit either chassis. Styled in the best British roadster tradition and named the Hurricane, the Vincents designed a lightweight sports car

using affordable Triumph underpinnings, aided by the Spitfire/GT6's separate chassis/body design. Contemporary magazine praised the Hurricane's build quality, panel fit and road manners and the few surviving examples make a great alternative to the usual MG and Triumph sports cars."



Apparently it sold for \$15,000, which is approximately £7,500.

There we have it, three fine cars fuelling world trade. As mentioned, production of the Hurricane was taken up in 1995 by a company called **Caburn Engineering**. One of the proprietors is **Dave Hitchings**; I have communicated with Dave several times, and we met as recently as May 2019 at our South of England Meet.

This is what he emailed me soon after:

"Hi Trevor,

*It was good to meet you at the SEM recently, and to have a chat about Hurricanes. As I said, we have not produced any Hurricane kits for about three years, but continue to provide advice and sometimes parts for owners. The de-*

*mand for the Hurricane kit has fallen due to the fact that there are less cars around now and most owners tend to restore them rather than convert them. The value of restored Spitfires and GT6s is quite high and many people are keen to follow this trend. We are still able to produce a Hurricane kit for anyone who is still interested in constructing a rust free car."*

I do agree with Dave's view of the market for a Spitfire/GT6-based kit car, and I see this unlikely to change. Whether or not Dave would still supply a new Hurricane body now if asked I don't know, but I do see that his Hurricane web pages are no longer available.

Trevor



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# INTERNATIONAL LIAISON

JOHN LAY & JESS SMALE  
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## Ben does the Glen!

Although 2020 has been rather quiet on the classic car front, we are delighted to start 2021 with a report of a fantastic 2019 event, from our USA Country Contact, Ben Blaney, and a tale of dealing with Spanish matriculation from Rod Thorne.

Firstly, Ben's report on the **Triumph Tour de Marque at Watkins Glen**

*"Watkins Glen is legendary in the history of motorsport. Its origins were road racing – in the true sense of the word: public roads closed and used for motorsport (like the Isle of Man TT even today). Every year, they celebrate Grand Prix for a week of events on and around the new track, the old track, and the downtown area. Each year, a marque is selected as a focal point. In 2019 it was Triumph, before that Jaguar, Corvette in 2016, Mini in 2013, and so on."*

I heard about this at another local Triumph event here in Upstate New York, and I was eager to participate. So I signed up early for the Tour De Marque. The program was exciting: a meet for breakfast at a winery overlooking the lake, a leisurely 80 mile cruise in convoy with a load of other Triumphs. A lunch at the new racetrack, followed by a couple of laps of the track itself. From there, on to the downtown



area, to stage at the start/finish line and then two laps of the old course itself. Lastly, parking up at a lovely leafy park to show the cars, and be able to participate in the rest of the festival activities."

The day came, and I got up early. I knew it would be a long and tiring day, and I knew I would be driving my 1962 Herald 1200 Coupe further in a single day than any time in my ownership. I was confident that it would perform admirably, and I was to be proved correct. It was cool and slightly misty when I left the house at 6.30am. I had a 60 mile drive to the rendez-vous point at the Chateau LaFayette Reneau vineyard on the east side of Seneca Lake. As the destination grew closer, I saw more and more Triumphs – including some friends from the local club. Knowing we had the "rally" right after breakfast, I

made sure to brim the Herald's tank as late in the trip as I could."

After coffee, and pastries, and a good look at the breathtaking views, we had a driver's meeting. We were briefed very comprehensively on the order of the day, and for that I was grateful."

We were given a map for the parade, and a list of turns, organised in sequence with a mile reference (so you'd need to zero the trip odometer before beginning). At this point, I was slightly nervous. At a guess, I'd say the TR6 was the most highly represented model, and I was concerned that with my cylinder and horsepower disadvantage – I'd get left behind, and as I was alone with no navigator, I'd get lost. As it happens, that fear was unjustified. The drive was spectacular and really good fun. That part of upstate New



York is very very pretty.”

As it turns out, my fears were mostly unfounded; it was pretty easy to keep the convoy in view (there was one long, steep-ish gradient where I was conscious of my 1200cc four). The route ended at the new Watkins Glen racetrack, right around lunchtime. We were served a meal, and we had a few minutes to watch a track day going on. The noise and the speed were markedly different from the sedate convoy of which we had recently been a part! Then came the opportunity to drive the track ourselves. What fun!

**Never in my wildest dreams did I think I'd take my Herald on a racetrack!”**

From there, we headed to the downtown area of Watkins

Glenn. We lined up on the start/finish line on main street, and there were spectators everywhere. The town was equipped with food trucks and vendors of all kinds. Folks were well organised with comfortable chairs and coolers. We did two laps of the old circuit. It was magnificent.

After two laps, we headed to a small park in the centre of town, where all the Triumphs parked as a display, where we remained for the rest of the day. I was able to connect with some old friends, and make the acquaintance of the owner of the only other Herald in the event (a very handsome red and white



convertible). What a marvellous day.”



**Ben**  
Originally from Somerset, now in Llanelli, **Rod Thorne** has been a TSSC member from 1970/80s. His first Triumph, in 1969, was a 948 Herald FHC which he rolled, then transformed into a saloon. He has owned at least 1 Triumph continuously since then. Triumphs seem to run in the blood as his son has owned a Dolomite 1500 since 1997.

Rod wrote to tell us of the trials of registering his Stag in Spain:

*“My wife and I moved to Granada*

province, Andalusia in 2009.

We took our Triumph Stag because I could not contemplate being 'Triumphless'

The Spanish system, of car regis-



tration, is very bureaucratic. In order to register an historic vehicle you need to commission an engineers report from a university (in our case the Automobile Engineering section of Malaga University) by taking the car to them. It is measured and fully inspected. The report is then submitted to the Department for Industry in Granada, who approved the report. The car was then taken to the ITV(MOT) centre (for us a round trip of 100 miles).

The Stag failed its test on 2 points:

1) The chassis number was on the aluminium plate, riveted to the bulkhead. It had to be stamped into the car structure (the only metal strong enough to be punched was the double skinning of the front suspension turret)

2) The car was 2 centimetres wider than the dimension in the Malaga University (a typo).

I had to contact Malaga University, who reprinted the relevant page. The car was then taken to the ITV centre (50 miles away) where it was refused a test because the new page was not endorsed by the Dept. of Industry.

On the third occasion the Stag passed and was tested for 3 years but the ITV centre did not have the

ITV sticker (you have to display on the windscreen) for 3 years. They told me to come back in April (it was October at the time).

Legally you could drive the car but run the risk of being stopped at every random car check, which are a very common occurrence in Spain

Unless your Spanish is very good you need to employ a fluent Spanish speaker. You also need to employ a gestor (a pseudo solicitor) to finalise the paperwork. From memory the cost was between Euro1,000/1,500 and took more than a year.



We returned to the UK and drove the Stag back in 2016. It took 2 weeks to return it to its UK registration, for the cost of an MOT. Thank goodness for the DVLA"

Rod and his wife also have a Mk3 Spitfire in the garage of their property in Spain, waiting for parts when Covid allows travel again. This Mk3, and a 1500, was acquired from someone returning to the UK who had 3 "derelict" Spitfires. The 1500 was trailered to the UK in 2019, but we're including it in the International section as its previous owner declared it permanently exported, didn't follow through Spanish matriculation and left it stateless. Rod now needs to get it MOT-ready to re-register it in the UK.

We'll also mention Rod's other Triumph - a 948 Herald convertible - as it did try to get to Spain many years ago. It never got there, but has a story to tell.

"The Herald decided against it at Ashburton and was left at a convenient pub. On return, I fetched it by trailer and put it in store until 2013. In 2016 we nearly lost it when next door caught fire. They had butane cylinders and an oil central heating tank which went up. I had lined the Herald's tin garage with fire resistant expanded polyurethane. As this melted it absorbed the heat and the car was unscathed."

Huge thanks to Ben and Rod for their reports. We're sure you've enjoyed them, and we're always looking for more - whether International members reports on their cars and their parts of the world, or UK members tales of international travel. Following a challenging 2020, we wish you a Happy New Year, filled with all the Triumph travels and adventures that you're hoping for in 2021. Just remember to tell us all about them at [international-liaison@tssc.org.uk](mailto:international-liaison@tssc.org.uk)

**Happy New Year!**

Jess & John

# The Car's the Star Quiz

by Paul Girling – Joint Norfolk AO

For those of you that didn't attend Norfolk Area's Christmas quiz and thought you'd got away with it. Part of the Triumph section of the quiz - the following stills all star Triumphs but can you name the film or TV show they appeared in? Note that in some cases you'll need to work out the film title, not just the character's name. Cryptic clues are included just to make things a bit more confusing. Answers in next month's Courier.



1) Matching pair



2) Endless sparkler



3) Before the Grand Tour



4) Bill's unsure of how often



5) Purdey inflicts a recent payback



6) Small chap but a Marvellous film



7) Seasonal drink comes to an end



8) Starring a scruffy Caine



9) Field marshal snake



10) Island sleuth with a sting



11) Cut off by water is a dark place



12) Every bite a topic



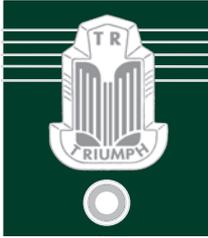
13) Standing, you just can't teach old dogs some things



14) Convertible emergency stopping lane



15) You'll need one of these to skip one



TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

# Andy Luckhurst's Maladies

Hi, everyone, well 2020 is drawing to an end, a bad year for everyone, I hope as many of you as possible have managed to remain well during these times and that we will be able to meet again in shows all around Europe in 2021.

For those who are concerned about petrol cars disappearing in the coming years due to the advent of electric cars only for sale from 2030 onwards, just remember that you can influence this by signing the various on line petitions that will be appearing and that British people will want to keep their heritage and allow Classic petrol fuelled cars to continue to use the roads, also British people are very resourceful and by 2030 I am sure that there will be a substitute available to partner the petrol that will still be sold at the (probably far less in numbers) petrol stations. So, don't panic and sell your Triumph for a pittance, use it and get the enjoyment out of it and use it as it was intended to be.

**Wishing you all a Happy Christmas and a far better year than 2020 –**

**Bern**

**Andy Luckhurst's TR Maladies** continue with his attention turning to the engine, I am glad to say that he chose to ignore the "advice" he received from the "professional engine rebuilder"

and had the sense to get in touch with me. These engines are very robust and as long as care is taken to scrupulously clean the seats for the figure of eight gaskets and the liners there should be no issue, and I would like to think that the TR owner would lavish more care and attention to this than some of the "professional" engine rebuilders. Over to Andy and his own words.

## **Part 4 - Major Engine Surgery – Figure of Eight Gaskets**

*In 2019, I had rebuilt the fuel pump, connected the fuel supply to the fuel tank and was ready to try and run the car. I ran it for about twenty minutes, tweaked the ignition timing, balanced the carbs and drove around a bit. It appeared to be running pretty nicely and I felt happy that the engine rebuild which John had completed in the early nineties had been a success.*

*The car was put away, and when time allowed, I worked on other jobs including windscreen fitting, trimming the Surrey Top, fitting the rear window and many other things. Some weeks after running the engine I happened to check the dipstick. The oil level was considerably higher than it should have been. I diagnosed a leaky fuel pump, as I had become fixated with the concept of petrol leakages through the*

*rubber seal and doubted my own abilities in rebuilding the pump. In hindsight this was completely irrational.*

*At Christmas I came back to the problem, changed the fuel pump for a brand new one and drained the oil. The oil seemed milky. I left it draining.*

*Another few weeks passed. The New Year, and other distractions including refurbishing the steeringwheel, had kept me busy in the interim.*

*I transferred the drained oil from the bowl I had used into oil containers.*

*As I got to the bottom, there was a layer of odourless liquid (i.e. water) and my worst fears were confirmed. It wasn't fuel in the oil, it was almost certainly coolant.*

**Lesson 1 had struck!** *I had allowed myself to believe that the engine rebuild had been done properly during John's ownership and had been so fixated with this that I had wrongly blamed the fuel pump. There was nothing wrong with the fuel pump rebuild at all, but clearly the engine rebuild had not been completed correctly.*

*After my initial disappointment and despair, I needed to understand the problem and identify potential solutions. I set about conducting lots of research online and reviewed workshop manuals and the excellent book **"A Practical Guide to Triumph Ownership"***

## New & Old Gaskets



(B J Littlewood – ISBN 978-1911255468).

The engine used in the TR2, 3 and 4 differs from those used in many other Triumphs in that it is a wet liner engine. It became clear that the cause of my problem could be the head gasket, but was more likely to be the **Figure of Eight gaskets**. These seal the water jacket around the liners. Over time they can corrode, allowing coolant to escape into the sump. Changing them is a major job.

What should I do? Remove the engine and take it to a specialist? Remove the cylinder head, check the head gasket and then decide what to do next? Some articles online suggested that the Figure of Eight gaskets can be changed with the engine still in the car, but it wouldn't be easy. Could that be an option?

At this point I contacted our very helpful and knowledgeable register secretary Bern. He

confirmed that the problem was undoubtedly the Figure of Eight gaskets. He also gave me some much-needed tips and encouragement and I decided that I would tackle the job with the engine in the car.

The rest of this article describes my experiences when completing the work. If you need to tackle the job yourself, allow plenty of time, and I hope you will be encouraged by the fact that I managed to complete the work successfully.

*Pre-stripdown – do you know what you are doing?*

After I had decided to tackle the job, I rang a TR specialist to order gaskets (including FOE gaskets). I have ordered from this particular specialist before and unlike some other suppliers, they normally offer good, knowledgeable advice. They also rebuild engines themselves, so I figured that I would be in good hands if I phoned them.

I must have spoken to a different person to normal, because a rough transcript of my conversation follows:

**Me:** "I would like to order some gaskets for my TR4 please. I have looked on your website and have identified which gasket sets I need, but want to check that I have got it right. I'm planning to strip down my engine and replace the Figure of Eight gaskets".

**Supplier:** "Mmmm, have you ever worked on a Triumph wet liner engine before?"

**Me:** "No, but I have read up on what I need to do and have consulted some of the forums. I have worked on other engines"

**Supplier:** "I strongly advise you not to tackle such a job, which is best left to professionals like us. We can rebuild your engine and will give it back to you better than when it left the factory. We employ a team of geniuses who know these engines really well. Amateurs like you should not attempt such complicated

work. And by the way, everything you read on forums is fiction. Do not believe such nonsense. I am not willing to sell you the sacred parts that you seek. Are you sure you are worthy of them?" (WHAT THE HECK!!!! - Bern)

**Me:** "Thank you. I will consider your words carefully, but I'd still like the gaskets please".

This conversation made me even more determined to complete the work myself. The gauntlet had been laid down! But out of curiosity, I checked the supplier's website to see how much an engine rebuild would be. A standard rebuild with the supplier in question is.....£8,400!!! (GB Classics charge about £2000 including unleaded conversion) a charge I was not willing or able to spend that sort of money, particularly as the engine had supposedly been rebuilt already. I had ordered all the gaskets that I would need when reassembling, including cylinder head gasket. I had also ordered two types of Figure of

Eight gasket - steel and copper (now the only materials available - at one time you could also buy aluminium gaskets). This was because I knew that the two types were of different thicknesses, which could be vital when reassembling and trying to achieve the correct liner clearance (see later in the article). However, to add insult to injury, the gaskets had been carelessly packed and one of the steel Figure of Eight gaskets had arrived bent. I also later discovered that the Head Gasket was bent and a staple had been put through it! (typically, I did not discover this until I was reassembling).

The supplier willingly replaced the damaged items but it was most annoying.

I resolved to follow Bern's advice and use his recommended supplier for any other parts that I might need.

**Whether a wet liner or not, TR's are hot!**

Bern



## New Products

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## 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

## Gearbox Tunnel Seal Kit

Kit contains the following:-

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

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



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# TR7-8

# ALL MODELS

PAUL LEWIS [tr7-8@tssc.org.uk](mailto:tr7-8@tssc.org.uk)

## Triumph V8 Battery

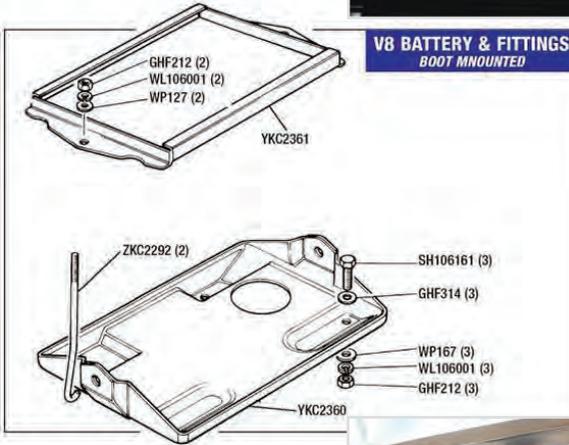
When Triumph were designing the TR7 it was always commonplace to put the battery under the bonnet as near to the starter motor and alternator as possible.

So, in the design process a dedicated battery tray was manufactured into the body.

The battery tray was quite narrow and allowed for the fitment of a small battery that was enough to cope with the current draw of the 2.0 litre petrol



**Battery Tray**



newly announced TR8 to fit the battery within the boot. On early cars a battery box was used to house the larger battery that was required to cope with the starting of the V8. This battery box can still be found for the enthusiast that moves the battery into the boot following a V8 conversion.

As production started to ramp up a dedicated battery tray and clamp was designed and manufactured. This is quite a nice design and worked well.

As tighter emission controls were brought in, especially in California the old battery tray became the perfect place to locate the emission filters.

engine and the associated electrical vehicle systems. As the concept of fitting the Rover V8 into the engine bay grew into reality it became quite apparent that space was going to be tight. We do see that some V8 conversions still have the battery located under the bonnet, but Triumph decided for the



**Emission Filters**



**Emission Filters**



**Battery Box in Boot**



**TR7 Battery Location Under Bonnet**



**TR8 Battery Boot Conversion**

As we venture into the winter months it is now time to think about putting your battery on charge to ensure that once the lockdowns have finished you can jump into your TR and get out and about on the adventures you missed in 2020.

*Paul*

## A Fitting Tribute

**Hello. Welcome to a New Year!** Its almost too harsh on a year to produce so much as being talked about the moment, but after the year we have had, who can blame?

As I often say, going forward sometimes need to be looked at in the past. In late October, the TSSC South Bucks lost a great member, **Simon Embury** (please see December's Courier for the Obituary.

In early November, it was his funeral, I asked the family and they checked with the Funeral Director agreed, we could follow the Funeral Procession from the funeral home to the crematorium. Simons last journey. The local Biffa centre is across the road from the funeral home, and they kindly let us park there as its just of the A40 into High Wycombe which is very busy.

In support of this was Ken in his Herald, Robin in his Spitfire, Dave in his GT6, Dan and Elaine in the Stag, Chris in his TR6, my very good friend Mick drove my 2000 and I drove Simons TR7 with Harry, Giles in his TVR. My personal thanks, and a sincere thanks from Simons family to all that made his last journey with the cars that were important in his life since being 18 with a Spitfire.

Now, I don't know if Simon had a laugh at my expense! He was always humorous and liked a laugh. After the service, I was



advised my 2000 was at the bottom car park as my mate who was driving it said he couldn't get a gear. I went to have a look and the clutch fluid had gone. I had some in the boot and pored in, Mick depressing the clutch but no improvement. Giles spotted the fluid coming out the slave cylinder seal, so going nowhere. I called the AA, my mate Mick drove the TR7 back with Harry.

Giles very kindly went off to a local garage and picked me up a sandwich and drink. Robin very kindly said he would stay as he had the day off, so we had a great catch up, and remember Simon too. The AA came, but couldn't do anything, even tow as he had only got the towing pole. So, another hour and a year-old AA recovery truck came which had a very up to date body as it



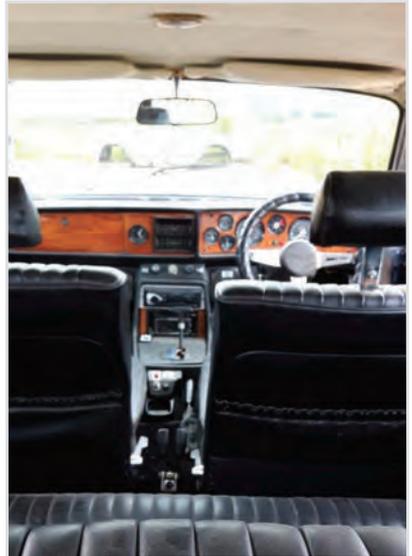
the thin rubber connection mouldings collapsed inwards due to a slit in the rubber, causing loss of manifold pressure, total imbalance and rough running.

Case solved, and a real loss of face on the part of the Triumph service personnel at the time.

Kind regards,

**Roger Smith.**

Thanks for that Roger, very much appreciated.



I also received pictures from **Don Davies** and his recent new addition

goes nearly flat on the floor, so much less stressful for the car. Very helpful chap. He followed us to Paul at Merrits for the slave cylinder to be changed.

I was most pleased to receive an email from **Roger Smith** who has a great tale 'from back in the day'

*Hello Carl,*

*I thought you might be interested in a tale from "back in the day" about a 2500 PI saloon.*

*I was apprenticed at a large engineering company in Stratford-on-Avon and our Managing Director purchased a brand new Triumph PI which was to be his pride and joy.*

*Imagine his despair and frustration when the car kept running badly under acceleration and the local Triumph garage could find no fault with it, everything appeared to be perfect!*

*As was the case in those days our company had a fairly comprehensive maintenance workshop and the MD asked his maintenance engineer to take a look at the car.*

*The maintenance engineer asked his assistant to rev the engine whilst he looked closely at it, and lo and behold as the manifold suction increased one of*





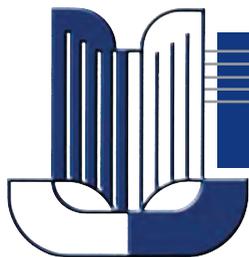
to his fleet of this fine Mk2 estate car. A rare auto version. Lovely condition inside and out and underneath. The later wheels looks just right on it. Very impressive Don.

Depending on when this edition reaches you, the Brooklands New Year meet has been cancelled. They are trying to do something, but not sure of the details yet. I think we will have to wait and see what happens in the future to see what events are going to happen.

A Happy and Healthy 2021 to you and yours, and hopefully we will be able to meet up at some point! Maybe we can have a good try and meet up at an event so we can see how many Big saloons there are in the TSSC.

**Stay safe**

*Carl*



# Insurance Panel

Triumph Sports Six Club

## NEW TSSC Initiative



### Accompanied 'Young TSSC Member' Car 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'

**classicline**\*  
INSURANCE

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.**

# Gearbox Dismantle/Rebuild

Hope you had a great Christmas and made the most of what you could do over the festive season with your family, friends and of course your Triumph! Let's hope for a better year and one that we can use our Triumphs more.

Last year I summarised the repairs and issues with the overdrive, the difficulty experienced removing the overdrive from gearbox, and the use of the Enerpac (hydraulic hand pump) to free the clutches. When the overdrive was prised apart from the gearbox, I found the over running clutch was broken up with debris throughout the overdrive leaving all the internals contaminated worn and frankly scrap. I'll now summarise the gearbox condition and repairs.

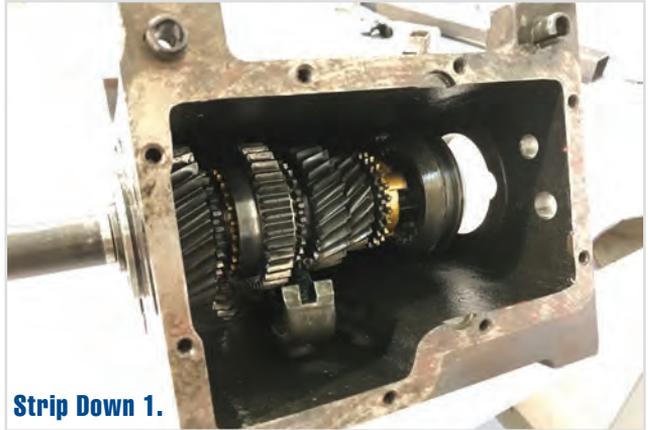
### Gearbox Dismantle / Rebuild

Again, I need to thank **Dave Wykes** for his help and patience with the gearbox dismantle/rebuild. I was a willing apprentice, but it was great to listen and watch him gently take it apart and examine each component and provide a running commentary of the condition of each. He put together the following notes for me and I've printed them word for word below in the hopes it may aid you should you be in a similar position.

### For Non-overdrive Gearbox

Remove the bellhousing bolts and bellhousing.

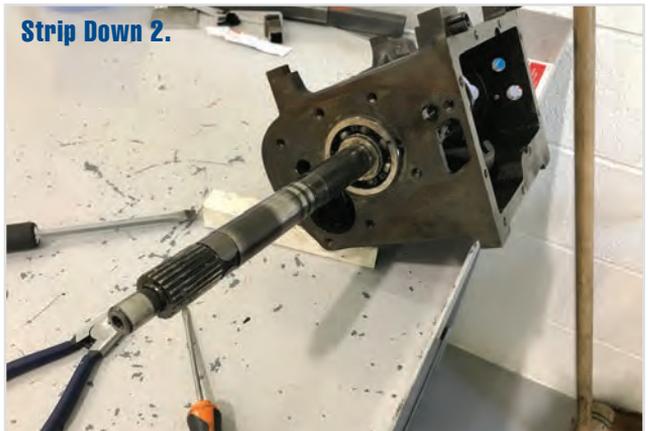
Remove top cover and selector



**Strip Down 1.**

pool interlock plate.

Remove propshaft flange, undo the bolts connecting the rear extension housing to the gearbox casing. Remove the speedo driven gear and its housing, remove the roll pin at the end of the selector shaft, remove the selector fork shaft allowing the selector forks to drop down. Tap the rear extension housing to remove it from the mainshaft taking care to align the selector



**Strip Down 2.**

pool to enable the selector shaft to pass through it and be removed as part of the rear housing. Using a long drift tap out the housing tail bearing and rear oil seal. The selector shaft can now be removed from the housing by taping it to the rear of the



**Strip Down 3.**

housing so it passes the indent spring and ball bearing and knocks out the endplate in the gearlever turret.

**For Overdrive Gearbox.**

Remove the bellhousing bolts and bellhousing. Remove the casing top plate and undo the 2 bolts in the selector mechanism linking the turret shaft to the selector shaft and remove the turret and shaft.

Remove the gearbox top cover, remove the selector spool interlock plate, on the selector shaft tap out the roll pin for the overdrive switch cam and the roll pin at the end of the shaft.

Undo the nuts holding the overdrive unit to the adaptor plate. Remove the gearlever turret bolts from the overdrive unit. The overdrive unit should then easily be slid off the mainshaft (we had trouble because the rear overrunning clutch had broken up causing damage to the mainshaft splines etc). Undo the bolts holding the adaptor plate to the casing and remove the adaptor plate with the selector shaft.

**For Overdrive and Non-overdrive Gearboxes**

Remove the bolt retaining the

reverse idler shaft, remove the shaft and let the idler fall into the casing. Tap the layshaft centre-shaft out and let the layshaft fall into the casing.

Use a couple of screwdrivers either side of the input-shaft snap ring and lever out the input-shaft.

Remove the circlip from the mainshaft bearing and, screw the flange nut back onto the mainshaft, tap the shaft into the casing leaving the bearing in the end wall of the casing.

Drift the bearing out of the casing. The mainshaft and gears can now

be removed from the casing holding.

Remove the layshaft, needle rollers and reverse idler.

Remove 1st gear and the 2 split collars.

Remove 3rd & 4th gear hub and synchro rings.

Remove the circlip, 2nd gear and 1st & 2nd gear hub.



**Strip Down 4.**

Inspect all parts, gears, hub teeth ball and springs, bearings etc.

As mentioned, the mainshaft splines had been badly damaged due to the overdrive clutch failure breaking away the spline. A very good second hand one was purchased from **Mike Papworth** along with a 3rd gear to replace one with a very badly worn tooth profile. I also purchased a new synchro cup to replace a badly worn one that was out of tolerance (according to Dave's keen eye). The layshaft cluster bore was also badly pitted and worn and was replaced with a very good second hand one Mike had on the shelf. New needle rollers were also purchased from Mike and he offered a few tips for the 'smooth' installation of them. This included using vaseline **NOT** grease to hold them in place as the grease would not allow the oil to lubricate the needle bearings properly and not break down under the temperatures and possibly cause more issues. Dave also identified serious wear on both the selector forks, which he informed me would produce a very notchy and



**Strip Down 5.**

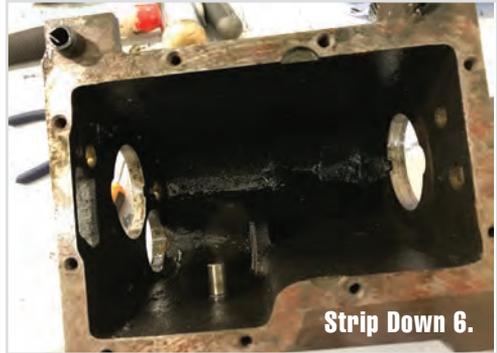
sticky gear selection. The synchromesh hubs, springs and ball bearings all appeared to be ok.

The bellhousing clutch lever and shaft were again badly worn and almost fell apart. I believe there is a known issue with the pin falling out in operation and requiring a strip down to replace. I found that the pin and retaining ring took some force to replace.

During my first attempt I damaged the retaining ring and had to order another. I think the issue was I was using brute force and a hammer to install it and second time round some TLC and a hydraulic press was employed (with plenty of PlusGas - there are other releasing agents available!).

The gear lever turret retaining cup had

been bodged with a screw inserted in one side instead of the pin. Luckily you can still buy the pins,



**Strip Down 6.**

however the screw had badly damaged the hole it should have pressed into and therefore I had to call a few favours from the MIRA machine shop and ask them to machine me a slightly larger pin so it could be tapped tightly into place. The final oddity I discovered was the gearlever had been deliberately ground away at the reverse abutment plate! I have no idea why and to what benefit, but I purchased a replacement gearlever as it could not be prepared to my satisfaction.

That's probably enough information for this month. I hope it's useful and you can follow the logic/process in the main?

I'll continue next month with probably the final chapter in the rebuild.

**Stay safe.**

*Steve*



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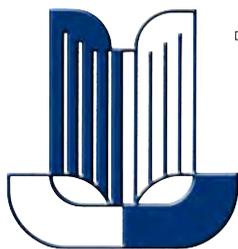
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# Classifieds

## Herald



**HERALD 13/60** Conifer green, running, full restoration with rebuilt engine (approx 350 miles) though paint could be better! many spares, including engine, gearboxes, diff, rebuilt carb and twin HS2 carbs with manifold. Boxes of various spares. Rubber bumper sections not yet fitted. £2500 **Mike Busson (Newport S. Wales) 07825 955140.**

## Vitesse



**VITESSE MK2.** Selling my Triumph Vitesse MKII. Ideal for an enthusiast who wants a project. It has been garaged since 1995, and I have the log book and key still. It is a non-runner, and has rear quarter valance damage. The spare panel is available and also wheel trims. £1,800. **W. Cliff (Faversham, Kent) 07872 032519.**

## Triumphs Wanted

**VITESSE 2-LITRE MKII PROJECT CAR WANTED.** I'm seeking a Triumph Vitesse MkII convertible for a winter project, ideally something in a reasonably complete condition for a novice with rudimentary mechanical knowledge but with bags of enthusiasm. **Colin Richardson (Alcester, Warwickshire) 07717 037626.**



## Spitfire



**1963 MK1.** Bought in NZ and shipped back in 2017. Completely rust free, excellent panel gaps. Paint finish is poor. Interior excellent. New hood & painted wire wheels. Sports exhaust. MOT done when first shipped back, put it through the DVLA, and only limited mileage since. Some new & used spares will go with the car. £10,500. **Jason King (Horncastle) 07503 443206.**

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## HURRICANE

**HURRICANE** Mk4 Spit-based Hurricane, 75% rebuilt inc. engine. Bargain. £3,500 **Derek Argyle (Surrey) 01276 23078.**

## Parts Wanted

**VITESSE FINISHER ROOF HEADER BLACK.** I am looking for a finisher roof header black which has chrome ends in good condition Rimmer part number was 609602 but sadly no longer available. **M. Macey. (London) 07983 524855.**

**WANTED FOR MK1 VITESSE.** Front Grille & Nearside front Seat Runner. **Steve Hall (Essex) 07514 562364.**

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# Triumph Parts for Sale

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**RAYDYOT RECTANGULAR SPOT / FOG LAMPS** (4 No.) 7"x4"x3" deep. Black plastic with glass lens and chromed surround. 2x fogs, one with yellow tinge. Both with new halogen 100w bulbs, 2x spots with Tungstram 55w bulbs. All rewired and complete with lens covers. Hardly used Part 19R-10. £15 each or £50 the set plus postage you want. **Jeff Sanderson (Tynemouth) 07931 350877.**

**GT6 MK3** Parts. Tailgate with glass £40. Windscreen glass £15 Drivers door (no window) £25. You to collect pl. **Derek Argyle (Surrey) 01276 23078.**

**HERALD / VITESSE ESTATE COURIER VAN PETROL TANK.** Two pin holes to repair. Collect Morpeth or arrange own courier. Offers Invited. **Joe Grundy (Northumberland) 07831 097659.**

**4X WIRE WHEELS.** 4 1/2 J X 13 with 165 x 70 Tyres. £200. **Steve Hall (Essex) 07514 562364**

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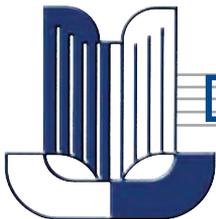


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AREA NEWS

# AREA Directory • News • Events



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# AREA DIRECTORY

## AREA MEETINGS Check with AO!

### SCOTTISH AREAS

<b>SCOT CENTRAL</b>	<b>Jacqueline Rankin:</b> 07853 153691 <b>Colin Sansome:</b> 07940 174548. <b>Mark Allan Smith:</b> 07794 799263 Harvester, Springfield Quay - GLASGOW. G52 4DR.	1ST THURS. 7.30PM
<b>SCOT N. EAST</b>	<b>Danny Stroud:</b> 07823 539047 Various - see report in Area news	LAST THURS. EVES.

### NORTHERN AREAS

<b>CHESHIRE</b>	<b>Henry Jones:</b> 07779 878125 Cock & Pheasant - BOLLINGTON CROSS. SK10 5EJ	1ST THURS. 8.30PM
<b>CUMBRIA</b>	<b>Roy Ross:</b> 01229 316501 <b>Tony Holliday:</b> 01946 830663 Advertised in Cumbria News & Website	LAST SUN. 12 NOON
<b>MANCHESTER</b>	<b>TBC.</b> <b>New AO/s Wanted Contact Nigel Hill</b> 07976 163006	
<b>NORTH EAST</b>	<b>Geoff Dent :</b> 07773 440201 <b>Deryck Beadling:</b> 07939 068976 The Travellers Rest, Front St - WITTON GILBERT. DH7 6TQ.	1ST SUN. 7.30PM.
<b>LIVERPOOL</b>	<b>Mark &amp; Tracey Lamb:</b> 07975 591421 Vikings Landing, Stonebridge LIVERPOOL. L11 2BD.	1ST TUES. 8PM.
<b>LANCASHIRE</b>	<b>Kevin Makin:</b> 07980 604021 <b>Dennis Petty:</b> 07951 727747 CONTACT AO's FOR MEETING VENUE	LAST TUES. 8PM
<b>WIRRAL</b>	<b>Richard Lloyd:</b> 0151 625 3172 Cottage Loaf - THURSTASTON. CH61 0HJ.	2ND TUES. EVES.
<b>NORTH YORKS</b>	<b>TBC: AO NEEDED!</b> Greyhound Inn - RICCAL. YORK. YO19 6TE.	4TH TUES. 8PM
<b>SOUTH YORKS</b>	<b>Richard Oakes:</b> 07702 492349 Crown Inn, Barnburgh - DONCASTER. DN5 7JQ.	1ST & 3RD TUES. 8PM
<b>WEST YORKS</b>	<b>Alan Heaton:</b> 07944 909823 New Inn - 170 South View Rd, East Bierley. BRADFORD BD4 6PP.	2ND TUES. 8PM.

### MIDLAND AREAS

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

<b>NORTH STAFFS</b>	<b>David Woodward:</b> 07939 603061 <i>George &amp; Dragon</i> - MEAFORD Nr STONE ST15 0PX	LAST WED 8PM.
<b>WEST MIDLANDS</b>	<b>Chris Allen:</b> 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.
<b>WORCESTER</b>	<b>Vicky Kitchen:</b> 07745 299457 <i>The Nightingale</i> - Spetchley - WORCESTER. WR7 4QS	1ST MON. 7.30PM

## EASTERN AREAS

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

## SOUTH EASTERN AREAS

<b>EAST BERKS</b>	<b>Doug Brown:</b> 01189 321390 <i>The Shire Horse</i> - Nr MAIDENHEAD on A4 - SL6 3QA	2ND TUES. 8PM.
<b>SOUTH BUCKS</b>	<b>Daniel James:</b> 07818 052276 <i>The Harte &amp; Magpies</i> - Coleshill, AMERSHAM BUCKS. HP7 0LU	3RD WED. 8PM.
<b>CANTERBURY</b>	<b>Anne Mullender:</b> 07845 916665 <i>The Red Lion</i> , Badlesmere, FAVERSHAM, ME13 0NX	1ST THURS. 7PM.
<b>GATWICK</b>	<b>Tony Locker-Lampson:</b> 07775 564427 <i>The Red Lion</i> , Lion Lane, Turners Hill, Nr CRAWLEY, RH10 4NU	2ND TUES. 8PM.
<b>HANTS &amp; BERKS</b>	<b>Alan Fulbrook:</b> 07795 096394 <i>The Crooked Billet</i> - (A30) HOOK. RG27 9EH	1ST TUES. 8PM.
<b>HERTS &amp; BEDS</b>	<b>Peter Lewis:</b> 01582 750943 <i>The Raven</i> - HEXTON, HITCHIN SG5 3JB	4TH MON. 8PM
<b>ISLE OF WIGHT</b>	<b>Elaine Hawkins:</b> 07842 249591 <b>Tracy Cleaver:</b> 07754 751672 <i>Various</i> - See report in Area News	CALL FOR DETAILS
<b>WEST KENT</b>	<b>Colin Robertson:</b> 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.
<b>NEWBURY</b>	<b>Dave Rumens:</b> 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
<b>SOUTHERN</b>	<b>Mike Goolding:</b> 01252 722432 <i>The Seven Stars</i> - STROUD GU32 3PG	1ST TUES. 7.30 PM.
<b>SURREY</b>	<b>Clifford Darby:</b> 07853 793341 <i>Wellhouse Inn</i> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
<b>EAST SUSSEX</b>	<b>Ian Gordon:</b> 01273 813691 <i>The Halfway House</i> - Rose Hill, ISFIELD SUSSEX. TN22 5UG.	1ST WEDS. 8PM.
<b>WEST SUSSEX</b>	<b>Nigel Ayre:</b> 01403253034. <i>George &amp; Dragon</i> - Dragons Green - HORSHAM RH13 8GE	3RD WEDS 7.30 PM.
<b>THAMES</b>	<b>Mickey Hazell:</b> 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

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

## WELSH AREAS

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

## NORTHERN IRELAND

<b>NORTHERN IRELAND</b>	<b>Doug Hogg:</b> 07707 288233 <i>Nortel Social &amp; 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	Philip Bellamy	0041 79 347 1221
UNITED STATES	Ben Blaney	benblaney@gmail.com



# Area Liaison Officers Report

## Andover - Cambridge

### Triumph Sports Six Area Liaison Officers

email [nigel.hill@hotmail.co.uk](mailto:nigel.hill@hotmail.co.uk). Tel. 07976 163006

Nigel and I would like to say happy new year to you all and let's hope this year we will start moving forward to our monthly meet ups again, but as yet nothing is official that we can gather in groups.

So please adhere to any of your area tier requirements.

Thank you to the Area Organisers getting in touch with us to clarify that their areas are staying the same. We know most of the changes are the same and other areas have changes and hopefully we have updated the AO list, if there is anything wrong or there is any changes in your Area please let us know ASAP or email Bern at the club.

It is very important for area Organisers details are up to date.

We know the Council of Management have been in talks about making a health and safety check list available for us to continue safe meet ups, we will let you know as soon as we know more details. Looking at Events at the front of the Courier we have an event change if this goes ahead, the Triumph and MG spares show is moving to Telford in February.

Also that the TSSC Annual General meeting will be back in April, fingers crossed.

Thanks for your patience and stay safe.



*Nigel & Di.*

### Andover

e-mail: [guy@bondequipe.org](mailto:guy@bondequipe.org)

e-mail: [spitfires@cadley.org](mailto:spitfires@cadley.org)

Tel. 01672 514241

I guess this will be short and sweet. Welcome to a new year, and let's hope that 2021 will turn out better than 2020 did.

In the meantime, we hope you will all stay safe and we look forward to catching up you all sometime later this year once regulations allow and everyone feels safe to meet up somewhere. Sorry will have to postpone the big event of the year - the Naff Raffle!!! - or should it be the Christmas Party?

Keep an eye on the press currently the MG & Triumph Spares Day is due to be at Telford on 7th February 2021.

Best wishes from

*Guy & Suzie*

### Cambridge

e-mail: [cambridge@tssc.org.uk](mailto:cambridge@tssc.org.uk)

Tel. 07795 436149

The planned drive out from Babraham, over Gog Magog, through Linton and back through Fulbourn was killed off by the early snowfall in December, pretty though it may have been. Snow and ice brought the gritters and the salt out and that reduced the number of keen cars to not-really-enough. Ah well. Zoom it was then.

We seem to have a solid group who join every month for a car chinwag. Tim showed us some of his seat covering that he's branched out into, professionally, over Covid and jolly good it looked to. He has finally managed to get the window seals done on the doors of his TR5 after learning that the previous ones were not standard and THAT's why they didn't fit with the standard clips. Next big job for him is the engine in - that means taking the car outside as his garage



## Cambridge - Cheshire

isn't tall enough for the engine crane to be able to lift it over the front edge of the engine bay. And the cold and inclement weather makes that rather harder than he'd like. Still, it needs doing. Volunteers from the cohort offered to help with an extra pair of hands.

Mike was pleased to be offered a resin Herald 13/60 body kit at 1:32 scale, ideal for Scalextric, bought by mistake by another Herald fancier, me. That's what comes of not reading the eBay item description properly. Mike said he'd got a fair way with making a radio controlled Herald running gear at 1:32 scale, coincidentally, so it may well all work out rather well.

Toby has resisted buying another car for probably the longest we've known him manage. His Honda S2000 must be satisfying his need for speed enough. Rob said that Facebook reminded him about the welding work he was doing this time last year on the left hand wheel arch just as he was starting the welding work on the right hand one! John is looking forward to his annual sighting of his Herald when the Christmas Tree comes out of the garage and it can be glimpsed, briefly.

Post Covid, we must all get round there and dig it out and get her running again!

I gave everyone a heads up about the upcoming TSSC grand zoom quiz from Norfolk Area on the 14th and we chatted about forthcoming events. Some have signed up for stuff elsewhere, like Toby's Alpine trip that he and I are planning on joining. Our next Area event would be National Drive It Day, which we're hoping will be after enough vaccines have been jabbed into arms that we are all allowed out for. No specific plans yet, but we will organise or join something for it.

Some discussion was had about visiting the Shuttleworth Collection and both Mike and Tim volunteered some insider knowledge and contacts. Between them they're going to see if they can pick a Saturday in May for us to attend, which we could extend out to our neighbouring areas too, possibly.

Next meeting is the **first Monday of the new year, January the 4th on Zoom from 8pm**. Meeting ID is the normal 932 125 9095 with password TSSC. It will be repeated on [www.facebook.com/groups/TSSCcambridge](http://www.facebook.com/groups/TSSCcambridge)

and email. Also a great event is the free and eclectic New Year's Day gathering of classic and vintage cars on Barrington village green by the Royal Oak Pub from noon.

*Tom*

### Cheshire

e-mail: [cheshire@tssc.org.uk](mailto:cheshire@tssc.org.uk)

[www.tssc.org.uk](http://www.tssc.org.uk)

Tel. **07779 878125**

Happy New Year to you all. At the time of writing, it seems some optimism is appropriate.

Looking at my notes, it seems I spent a lot of my time at the end of 2019 and the beginning of 2020 attempting to improve the paintwork on Heap the Vitesse, which has used up a lot of the enthusiasm for maintenance or improvement on the Triumphs. However, both cars did get what one might possibly call a 'service' (oil, filter, coolant, top up brake/clutch fluid, tyre pressures, bit of a bath) and a little bit of fettling (ignition timing and dwell settings). Trunnions? But neither car has travelled any great distance in 2020, due in part to lack of car shows and lack of non-virtual meetings.

So, an email from Chris Berg (Lymm Historic) this morning asking whether I intended to attend in 2021 (subject to many caveats) cheered me up quite a bit. I now have five provisional dates in my 2021 calendar - **Sandbach on April 17 & 18, Tatton Classic & Performance on June 5 & 6, Lymm on 27 June, Triumph Weekend at Malvern on 13-15 August and Tatton Passion for Power on 21 & 22 August.**

I set up Zoom for our December meeting and waited. I guess everyone was out celebrating release from meltdown issue 2.

Our next meeting is scheduled for **Thursday 7th January**. It's likely to be a Zoom affair, but see above.

*Henry*

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**Please Send Area News to:**  
**[courier@tssc.org.uk](mailto:courier@tssc.org.uk)**  
**By 8th of each month - Thank you**

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# Devon

## Devon

e-mail: [sueandjohn@tssc-devon.org.uk](mailto:sueandjohn@tssc-devon.org.uk)

e-mail: [nigelk57@gmail.com](mailto:nigelk57@gmail.com)

[www.tssc-devon.org.uk](http://www.tssc-devon.org.uk) FB - TSSC DEVON

Tel. 01548 821348

First of all - wishing all Devon TSSC members a very Happy and Healthy 2021 - this year WILL be the year we get out and about again!

DID YOU FIND YOUR 2021 MEMBERSHIP WINDSCREEN STICKER? If not - check the waste bin now. If irretrievable, contact me and I will have some spares from the wonderful Angie at HQ!

Very little to report apart from a well attended November Zoom meeting. In the absence of any other brave souls, John, Nigel and I continue to be your Area Organisers for 2021 when, hopefully, we can look forward to having fun with our cars and together. With vaccines currently and very excitingly being approved as I write, the future is looking rosy!

### WHAT'S ON IN DEVON

Truth to say, as we enter Tier 2- precious little. When we are given the go ahead by the Club to organize anything, we will keep you all updated by email, on the TSSC Devon Facebook page, and even by carrier pigeon - yes as I write we have had no mobile signal nor mobile broadband for over two weeks - apparently EE and Three have a big problem on our nearby mast. Those of you with longish memories will remember that for the first 10 years in this house we had no mobile signal at all - back to the bad old days!

Nigel, our fellow AO, a first time painter etc, continues his story of fettling the Floozie and we cannot wait to see her out and about again.

*"So the first part went OK in my opinion, and I*



*and so the inside of the bonnet, engine bay and battery side looked good places to hone my skill. So ever onward - wheel arches - lots of loose paint with rust underneath - however a previous owner had used some sort of stone guard "paint" which I found nigh on impossible to get off sufficiently to give a totally smooth finish; other parts were more straight forward, and the inside of the bonnet gave me opportunity to use a roller to apply the paint. This however caused a problem as before during and just after lockdown 1, trying to find radiator sized roller "gloss pads" was difficult (there must be lots of really nicely painted houses in Devon). Still using my trusty "sculptor tools" to remove flaky paint, treat the rust and then apply primer (2 coats) and then three coats of gloss the finish was to my liking. I also thought it was about time to do something about the metal engine valances so I visited my local powder coating firm to see if they could match the colour of the water pipes and HT leads - they could it even had some sprinkles in it - so I got them to do the rocker box cover as well. For those who*

*was feeling confident enough to continue further*



## Devon North - Essex

think it is awful "what's under the bonnet stays under the bonnet". I have selected a few photos from a large number as examples.

So confidence was running high after the under bonnet work so would I continue with exterior ??? Well yes I did but more of that next month."

Thank you for this contribution Nigel and for the great pictures of your work.

It just shows that you can do so much yourself, even if never tackled before.

### 2021 Shows

Nigel will be putting dates of various shows on the [tssc-devon.org.uk](http://tssc-devon.org.uk) website as and when received, together with contact details when available. As a rule, most shows will need to be entered by you as individuals direct with the organisers, save for Powderham (hopefully on in July) when we collate the entries and send them off to the organisers on behalf of the Devon Area of TSSC.

### Coming up in Devon

We will, for the time being, continue to hold our Club Nights on Zoom - easy once you have done it for the first time. Andy (North Devon) welcomes all to their 'meetings' on the first Thursday of the month, whilst the main Devon meetings, again ALL welcome, are on the third Wednesday of each month. Just 'come along' by clicking on the links in our regular Club emails.

### Devon Diary

Thursday 7 January North Devon

Zoom Meeting 7.30pm

Wednesday 20 January Devon Zoom Meeting

7.30pm

*Sue, John and Nigel*

### Devon North

e-mail: [darren.groves@gmail.com](mailto:darren.groves@gmail.com)

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[www.tssc-devon.org.uk](http://www.tssc-devon.org.uk)

FB - //www.facebook.com/groups/134271493433942

Tel. 07806 351499

or Tel. 07971 413045

hopefully look forward to some sort of return to normality in 2021. And when you read this, it will be 2021. Happy New Year!

The December Zoom meeting was attended by many of the regulars, plus a new member! Sue and John, Bob Mellor, Malcolm, Darren, Robert Hodgson, Mick and I were joined by new member Lee Curran.

Lee lives in Littleham, near our usual meeting place the Crealock Arms. The bad news for us is that Lee advised that the pub is likely to be sold and the land developed. We may therefore be looking for a new meeting place for our monthly get-togethers, once we are able to have them.

Lee has just finished restoring a Mark 2 Spitfire. It is white with a red interior. However, he obviously enjoys working on Triumphs because he has recently acquired a TR4A project vehicle, much of it in boxes. I fully understand the challenges that this sort of project can bring having been in the same position with my TR4, so may be offering help and advice to him.

Darren had made the mistake of poking around under his Herald. Unfortunately a decade of regular use on Devon's muddy roads has taken its toll, and he has found some rusty areas in the chassis. His winter tidy-up is now likely to be a longer body-off strip-down. However, he intends to finish the Spitfire first.

In the absence of any events at present, we turned our thoughts to next year and beyond. Sue has had the wonderful idea of organising a Devon-based weekend event, perhaps in 2022, taking inspiration from the Peak Run and the Isle of Wight weekend. We look forward to seeing Sue's plans come to fruition (don't worry Sue, I'm sure Darren and I can help you organise it).

That's it for now. Let's hope for a fantastic 2021.

*Andy*

### Essex

e-mail: [miketitchen@aol.com](mailto:miketitchen@aol.com)

FB - Triumph Sports Six Club Essex Area

Mike. 07860 708356

Rain. Cold. More rain. Yes, it's winter in Devon and COVID is still with us. However, as I write it looks as if vaccinations will start soon and we can

This year 2020 came and passed with much the same question everyone was asking themselves "can we or can't we get out in our cars"? but with



## Essex - Gatwick

### Essex Continues

very little movement with our vehicles, most of our members have been getting on with lots of little jobs on their cars, this is in anticipation for when we can get back to some normality.

I am working on my GT6, this week I have finally jacked up the car to remove the diff so that I can take it apart and replace all bearings and new seals and at the same time check the teeth on the crown wheel. When I get around to putting it back together I can then replace the back casing with the larger aluminium type so that I have a bigger reservoir of oil to protect the diff longer. Before replacing everything back onto the car I will check prop universal joints and anything else I believe to be replaced. My exhaust is still catching on the bumps in the roads so will re-align that at the same time.

I am also remaking seat covers for the seats and door cards for the Spitfire.

To Sue's amazement I have also managed to clean out my garage again as well.

Last month we began our story of the Vitesse that one of our members Steve had taken on.



Since then he has listed all the parts he has picked up for the car, the car is much better than

he had expected. Steve has started to put together bits from his stock of car parts and the bits he had picked up so that he can now start to rebuild the Vitesse. Keep watching this space for updates.

On December's Club Day we decided to have another Zoom Meeting, this time wearing Christmas Hats to make it a bit festive, we also had a short quiz for some fun.

Let's hope 2021 will be a better year for us all,

*Mike*

### Gatwick

e-mail: [rowfantgardencare@hotmail.co.uk](mailto:rowfantgardencare@hotmail.co.uk)

Tel. 07775 564427

Hi all, HAPPY NEW YEAR! Let's hope this is a better one!!

Hope you're all well and enjoying your cars in one form or another. Below are some pictures I took at the SEM 2018 of a Spitfire 4 which has since been purchased by Peter, as mentioned in last month.

Nice to see one in



jasmine yellow, such a rare colour these days.

Last month I and Phil managed to go to the Ardingly Auto jumble, just before lock down. Inter-

esting show and nice to get out there and meet people again! There was no Christmas meal last month due to lock down and the number of people from different house holds. We're hoping to do something in the next month or so, if allowed! Keep in touch if interested.

Hopefully there will be some form of meeting this month, give me a call to check.

See you all very soon, keep well and safe.

*Tony*



# Herts & Beds West Kent - M25 East

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Hi Folks, as with most of this lock down tiered restrictions, very little, well nothing much has happened over the past month

There is or was a plan for a xmas dinner but that's all in tier 2 rules now, heck knows if anything can be accommodated, but it's looking unlikely, unless the pub has a magic fairy to cast all bugs aside!!

We have had some success with our local club emailer on fleabay at shifting some members excess and obsolete unwanted goods and have re-located a good few oddities including Jerry's restored pedal car, we could have sold a fair few more.

All we can hope for is a Happy a Christmas and New Year looking forwards to some freedom for the next years season, we will have a plan, thanks to all who have supported the Area through this troubled year, so from now on it has to be upwards and onwards

Regards

*Pete*  
and the team

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Hi all. Just a quicky to wish everyone a happy Christmas and a hopefully better new year. Big news for them that I didn't know, the Woodman is reopening. Renamed the Pheasant Plucker, yuck!!

So technically there could be a meet on the 23rd Feb, but we need to check. I do intend to get a Club stand at Detling if the system allows, and hopefully take the Dolomite up to Telford if that's on. Else that's it.

I haven't heard of anyone with problems except Vicky, who we do hope is recovering well.

Clearing the loft did find the attached. Did collect bear mats in the 60s, shame there isn't a Triumph Herald one.

*Colin*



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Hi, and a big Happy New Year to one and all. Let's make 2021 a cracking year for the M25 East Area. Well, as predicted there was no Area Christmas Dinner, but have no fear that's all soooo last year ha ha.

I trust you all had a good Crimbo in whatever limited way you could. Right, onto this year. Normally our first event is the MG & Triumph Spares Day up at Stoneleigh, but this year it's been moved to Telford. Well, that's about 165 miles from me so I doubt whether many from our neck of the woods will be going. Mind you, being as it's in February it might not even happen.

In case you don't know the people from Appuldurcombe Gdns have been in touch with me regarding our request for changes to be made to our Isle of Wight booking. The ferry crossings I have asked for are - depart 12 noon on Friday 30th April and return at 5pm on Tuesday 4th May. They have said it shouldn't be a problem and they will be getting back to me in due course, so, I'll keep you all posted. If anyone else would like to join us then please do, it's a great weekend.

As I write this there are no show forms yet for next summer - but I bet by the time you're reading this I will have sent you loads. There should be some good events this year so let's hope we're all back to normal by then.

On the car front I went to start our Herald the other week only to find the battery was flat. After fitting the battery I then found out that the starter motor was not doing it's required starting duties. I'm sure it's been on the car all the time I have



# M25 East Northern Ireland

## M25 East Continues

owned it and that's nearly 19 years so, I don't suppose it's done bad. After consulting Keith Dale (cheers Keith) I took the plunge and bought one of those new fangled 'Hi Torque' starter motors from the Club Shop. I'll report next month on whether it's worth shelling out the extra cash over a standard starter.



That's about all for this month folks, nothing to really write about at the mo. Pictures this



month are from previous Area Christmas Dinners, just to cheer you up ha ha.



So, let's get that vaccine and get back out there. Cheers

*John.*

## Northern Ireland

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Not too sure how to start this report. Do I hope that you had a good Christmas time or have you received The Courier early, so is it - Have a Happy Christmas! Either way I hope you all have a much better 2021 than you did in 2020, if my experience was anything to go by. Disappoint-

ing, though 2020 had a lovely ring to it and we had so many saying what their vision was for the year ahead. Our last run for the year of 2020 was on Sat 7 th Nov that was in the capable hands of Colin (L) and Heather that was originally billed as a Lift, Look and Lubricate event ending with a run in the general area, followed by a local meal. Covid restrictions meant that the L, L and L was cancelled, along with the meal.



Meeting at the park and ride at Banbridge instead, we had a good turnout of seven vehicles with a few of the regulars missing for various reasons. Despite me sending out a few reminders Heather and I were late. Left on plenty of time, of course, and "we" had even contemplated going to the Boulevard for a time until I was told I was missing from the meeting point! Once again, the Herald was well represented with Alan and Maureen, Edgar and Joan (P) as well as Philip (A). Alan and Pam (F) were there in the Vitesse with Peter and Amanda in the Hornet and then Heather and me in the TR6. Of course, leading the run we had Colin and Heather in the GT6. A quick sharp run around the countryside brought us to the Boulevard for our picnic and toilet stop that wasn't as cold as I thought it would be as we ate our food in the open air.

Naturally, some of the ladies to the opportunity to do some retail therapy notwithstanding it was quite a short stop - no names for the sake of survival!



Lunch over, we then travelled to the Aghaderg area before we dropped down to Loughbrickland passing the lake there, now missing its original castle, as we made our way to Scarva. King William army camped here en-route to the Boyne and is celebrated most years on July 13th when crowds of 80,000 arrive. Our next part of



## Northern Ireland

our journey along the A27 brought us towards Poyntzpass as we followed the railway line and Newry canal, passing Lough Shark on the way. Our briefing sheet makes mention of a local Triumph Dealer and Distributor in the past - never knew that - unfortunately, times have changed. Making full use of the main road at times and then a combination of the narrow roads to the left and right we continued to Jerretspass, scene of another battle, before we turned off the main road to take Kidd Rd that brought us to the outskirts of Bessbrook. Had a considerable wait at the remarkably busy junction at the Millvale Arms as we drove towards the village. Not often you see the one business being agents for both Ford and Vauxhall! As the briefing sheet said Bessbrook was built in 1845 as a "model village" under the principle of the three "P"s - no public house, no pawnshops and no police, although there was one in later years as well as the busiest heliport in Europe at one time during the "Troubles". Must say I think I'll return to Bessbrook for the day sometime as it looked so nice! Through the village now to climb to the Divernagh Road as we made our way to and through Mountnorris and Glenanne before finally arriving in Markethill, another of the military settlements in the south Armagh area. Well known to many for the classic car shows, flute band parades and Lambeg drum contests.



Now taking the Coolmillish and Ballymacnab roads brought us to Seagahan Dam for a little break and stretch of our legs and - a chat or two. Popular spot for those into fly fishing, I'm told.

Chat over and on the move again as we made our way to and through Hamiltons Bawn with its lovely cottage in the centre of the village



and, again, a military history. Next place on our list of villages was Tandragee, although this time more famous for its Tayto crisps and the "Tandragee 100" motorcycle race, than the military. A quick, although long run from here, brought us to our final stopping place for the day - the centre of Banbridge. Really enjoyable run from Colin and Heather and with especially useful notes. Would like to do it again with a little less mist on the hills as there were some spectacular views to be had. Pencil it in for next year Colin!

Got a little note the other day from Gavin (M)



about his son Sam, who is only 17 years of age who, with some assistance from Gavin, carried out a full restoration of a Triumph 2000 Mk1

that had been in the family for quite a considerable period. The car was first registered in Northern Ireland on 1st Jan 1969 as AIJ 9797 having been bought from Triumph dealers Clarence Engineering, Belfast with factory fitted overdrive. It was used within the family circle for a number of years, well into the early 80's before being taken off the road and used, believe it or not, as a farm runabout.

Thankfully in 1995 Gavin decided to repair the car but never brought it to a fully successful conclusion or one that he was truly fully satisfied with. Thankfully, as the result of Covid19, father



and son completed the restoration this year after having used parts of a doner car, AIJ 2666, especially for the seats so that they could have the original shade of black leather. Sam had a recent article published in the Six Appeal magazine in respect of the whole restoration process and, hopefully, we will see it out on one of our runs in the not-too-distant future! I trust the photographs on the article about Sam turn out ok as I've no idea how I managed it - forgive me Gavin! A big thank you to Alan (For) for all his



# Northern Ireland Notts - Oxford

## Northern Ireland Continues

help in trying to assist a Triumph member all the way from Portsmouth in relation to a TR3 for sale in the Omagh area. Such and in-depth examination and report was very much appreciated by all concerned in the matter.



Our "AGM" was held on Wed 2/12/20, in compliance with the Covid regulations and TSSC Headquarters directions. Notwithstanding that, there was a poor turnout, although Ebony, our cat, did give me some passing interest as I typed. For the year 2021 the following were reaffirmed in their respective posts for the incoming year. Publicity and Website, Nathan (M), Treasurer, Michael (K) and Area Organiser (NI) myself. We ended the year with £615.08. As you can see, we aren't too badly off finance wise but with no "money spinners" during 2020 it could be better for the year. Should you wish to make a small donation, no pressure at all, please contact me or send it directly to Michael Kernahan at 3, Lyndale Park, Bangor BT19 6EE made out to "TSSC Northern Ireland". May I take this opportunity to thank those in "office" throughout the year 2020 and all others within the club who assisted me in what was a difficult year to manage. In all honesty I think we did rather well, as a club, to keep going as we did. Well, that about that for this month. Hope the news about the Covid vaccine turns out to be as good as they say as I've dates booked for Ballina, Co Mayo, another one in Sligo and last, but not least, Enniskillen, all booked from the start of 2020.

I wish I had the vision then to know what was happening in the year ahead. If you have any thoughts on the Triumph front for the year ahead, please let me know.

Finally, I don't know whether to wish you a Happy Christmas or a Happy New Year, either

way I'll wish you both from the Hogg family and most importantly, keep safe and well.

*Douglas.*

## Notts

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How did we make into 2021 so fast? We both hope you all had a very safe and lovely Christmas and we would like to wish you a happy and hopefully a better new year.

Still into the start of no meet ups as Sandy Pate sports bar is still not open. At the moment and which is still going ahead those who attended the Triumph and MG show at Stoneleigh, this has now moved to Telford in February check your Courier for dates, so something to look forward to. Fingers crossed I think, as soon as we know we will send out texts to let you know.

For us we have been doing a little work on the Spartan getting ready for the trip to Isle of Wight and Le Mans later in the year. If any one has done any work on your car and fancy writing an article for the Courier and Notts area news, let us know it would be great to hear about any projects or trips out and about.

Thank you for your patience and let's hope we meet up soon.

Bye for now

*Nigel & Di.*

## Oxford

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Looking to the new year. We are all hoping that the covid restrictions will begin to lift in the new year. As and when we can, we would like to get out and about more as an area. Days out, trips to attractions or historic venues in our Triumphs (all others welcome). We are looking for your inspiration! Perhaps you've had a day out and stumbled upon a great pub lunch or a scenic walk? We've got the more obvious trips such as Brook-



## Oxford Peterborough

land, Beaulieu and the Silverstone centre. I've had a thought of perhaps in the summer arranging an overnight trip down to Sparkford to visit the Haynes museum. Is anyone booked in for Le Man classic or looking to visit the Inter-Triumph event in the summer?

A definite trip we will do is to visit the Club HQ at Lubenham to visit the car collection and the TSSC Club Shop.

Don't forget the numerous shows and club trips to join in with. I will be attending as much as possible this year and I'd love for you all to keep me company!

*Thomas*

Oxford Area, autumn/winter. We are still not meeting due to current government restrictions etc. However we are all still here! My TR7 is now tucked up in the garage for the winter having had only a few outings in 2020 owing to this pandemic!

Not heard much from the group. CHR had a car lose a wheel three times! Which must be a record? And Tom? Well he has been rebuilding his kitchen. Oh, and the spitfire! But the scimitar is in better shape. Roll on 2021 when perhaps we can get back together again. A happy Christmas to one and all and a happy new year too.

No idea which Courier this will be in so perhaps happy Easter too!

*Nick*

### Peterborough

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Well here we are once again at that time of year when I hope you have all had a very jovial and peaceful Christmas and wish you a happy new year. This past year has of course been full of challenges for humanity and so I wish you good health as much as anything as we look forward to what we all hope will be a better year for everyone.

With vaccines now becoming available there is I think real hope that 2021 will be the year when life can return to as close to normal as possible

and that will also hopefully mean a return to classic car events, including our own area meetings. It won't be for a few months yet, I fear, but watch this space, along with our regular 'Mailchimp' updates, for more information as and when it becomes available.

So, what has been going on Triumph-wise whilst we have all enjoyed a second lockdown, and for those in Lincolnshire who are in Tier 3, whilst you continue to enjoy what is as close to lockdown as you can get? Well we have had some activity going on 'behind closed garage doors'. In particular, it was great to hear from Mike Hickey, who is a relatively new member to our group and who has been dabbling in the 'dark art' of seat upholstery! Here is what he's been up to:

*'So, what do you do once you have retired? In my case I decided to treat myself to a classic car with the intention of travelling to classic car shows and joining in with car rallies, however none of us were prepared for Covid.'*

*Despite the problems of social isolation, I went ahead and purchased a low mileage and well maintained previously restored Spitfire MkIV affectionately named Ruby by its previous owner. Very little appeared to need doing other than refurbishing the seats as betrayed by the collection of breadcrumbs on the carpets, and so my first 6 months of ownership have proven trouble free, although lacking in comfort from the empty seats.*

*With the winter coming up I decided to invest in a full cover and foam set from Park Lane Classics, and not being a purist, I went for a diamond quilted pattern instead of the standard flutes. So to continue not sticking to the original theme I ordered a new dash panel in Santos Rosewood, ordered some new chrome instrument bezels, a handy thing to fit to the headrest post to slot the seatbelt through, could never find it on the floor and the body doesn't twist around like it used to!*





## Peterborough Scotland Central

### Peterborough Continues

and a few other essentials like you do!!

So, with my winter project all sorted, all the components purchased and a raft of new tools I was all set up for a few months hiding away in the garage.

My wife, bless her, had other ideas and we purchased a new house with a full programme of decoration, wall knocking down and extension building, thankfully the house had a double garage. Also comes with a large garden and plenty of parking so lots of opportunities for socially distanced picnics with fellow enthusiasts once the sun returns and Covid permits, with luck the vaccine might be on the roll out by then.

So, my winter project has been sandwiched between decorating and DIY, looking on the bright side I discovered with a house undergoing a schedule of refurbishment and decorating there was no need to spend cold hours in the garage. So, my seat refurbishment project has moved into the warmth of the house, I guess the oily jobs will still have to be confined to the garage though.

So, onto the seats at last, driver's seat out and the seat back all neatly finished, seat squab/base almost there just needing the slow process of tightening up the zip ties in sequence, I would have had the first seat finished today but my wife returned and I had to revert to the decorating. Finally managed to get seat number one completed, pleased with the result as my first attempt at upholstery, the quality of the kit and instructions from Owen at Park Lane Classics helped tremendously. Hopefully I will have the other seat completed, the new dash and refurbished instruments all in place in time for January's edition of the Courier.'

Well Mike, I certainly hope you manage to complete the work and please let us have some more photos when you have done so. Your work to date looks great and you look like you should be on target to enjoy plenty of classic motoring in your Spitfire this coming year - decorating permitting of course!

Now then, do you regularly look at the club website? Doug B has sent in some very interesting snippets about information that is now avail-

able on the site, and I must confess, I knew nothing of these latest developments. Over to Doug.

'Recently I was logged in and poring over the TSSC website and at that stage I hadn't realised that there had been quite a few - and very useful too - updates. I noticed that we are now able to view the past editions of the Courier and of course to boot you can also increase the type size making it a lot easier for partially sighted people to enjoy. I have been to Specsavers - but it will be good for people who have struggled before to be able to read in a much larger font to suit them. With a heavy heart - I have to add - I had to 're-cycle' quite a few seasons of Couriers and feel much better now that I can find articles online and possibly quicker than before. Well done to those who were responsible - presuming Tom Hartley et al - and for taking all that time to include the first editions too. Well done!

I must admit, I too have 're-cycled' quite a few Couriers in recent months. Twenty years' worth was just getting too much so it is great to know that back issues can now be retrieved online. Thanks for sharing that Doug.

Well, that's all for another month. Do please let myself or Charlie know what work you are doing with your Triumph. It doesn't need to be long and the odd photo is also nice if you get a chance. It helps to keep interest in the group and let's hope we can all meet again in person very soon!

All the best

*Paul*

### Scotland Central

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Happy New Year to all our members and friends of the club. A New Year, a new start and a new Area Organiser. From this month Dave Fray will take over the role replacing Mark, Jacqui and me. So good luck to Dave and we wish him a successful tenure.



# Scotland Central Somerset

Not a lot of activity to report except for the Annual General Meeting that was held on the 3rd December. The meeting was attended by 18 members including me as host and our Club Chairman. We used the TSSC Club Zoom account and I think it worked well. Here is a summary of the meeting;

Attendees: Mark Smith, Jacquie Rankin, Dave Fray, Peter McKenzie, Colin Millar, Iain MacPherson, Gordon McDonald, Alan Chappell, Richard Porter, Ken Robertson, Alyson Anderson, Brian Leeson, John Kelly, Michael McCallum, Alan Wells, Bob Stewart, Chris Gunby (TSSC Chairman), Colin Sansome (Host)

The meeting was opened with a review of the agenda followed by the financial review. The current funds were reported as £339.45. £316.01 was carried over from 2019, 2020 donations from members was £117.95 and the only expenditure was for the Bowling night £94.51. £50 of liabilities was carried over from the cancelled Bo'ness Hill Climb Revival (e.g. member contributions.) This was not included in the total club funds. This money has since been donated to the club funds by the members Iain MacPherson, Alan Chappell and Dave Fray. Thanks guys. Also following a complaint to the Co-operative bank for service issues we have received £25.00 from them. So the new club funds available is now £414.45.

We then moved on to look at our use of social media and communications. The main points made were the importance of our Facebook page especially considering the Covid-19 lockdown and restrictions that prevented the majority of club meetings. The use of the TSSC Zoom account that now offers more opportunities for on-line meetings.

2020 activities were reviewed. A story of cancellations since April but we did manage a Zoom meeting and two club outings when restrictions allowed. The first quarter of the year we had the Christmas night out, the bowling and Quiz night prior to lockdown. So the year was considered as successful as it could be in the circumstances.

Recognition and thanks were given to all our members for their participation and contributions including mentions for Alyson Anderson, John and Linda Kelly, Mark Smith and Jacqui

Rankin. Chris Gunby was thanked for joining the meeting.

Opportunities for 2021 were explored but the year plan will be ratified by the new AO in the New Year.

The Area Organiser nominations came up next. The current AO team will not continue in 2021 and nominations for a new AO requested. Dave Fray was the only name put forward, proposed by Iain MacPherson and seconded by Bob Stewart. The vote was carried unanimously and Dave declared the new AO. The current team will meet with Dave to organise a handover before the turn of the year.

Colin Sansome will organise the meeting.

Finally we came to the Question and Answer session with Chris Gunby. Chris gave us an overview and covered questions including; the Club Shop, the Inter-club All Triumph Weekend, Covid-19 Risk Assessment, the On-line Courier, The TSSC Club AGM, the Zoom account and more.

We finished with a few words from Dave Fray, a thank you for the outgoing AOs and a good deal of club banter.

*Colin*

## Somerset

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Hi all. By the time you read this it will be 2021! We hope you have all had a fantastic Christmas and New Year. Although there is still an element of uncertainty at this time, it is looking like there is a possibility we may actually be able to hold some events in the year ahead!

That being said, we have already been informed that the show at Pecorama has been cancelled, which is fairly understandable as it is held so early on in the year.

As always if you have any ideas for a destination for a run out or any events you think that we should attend please get in touch with either of us.

December was a fairly quiet month however many of the members in the area took advantage of their time at home to progress their win-



# Somerset

## North Staffs - West Sussex

### Somerset Continues

ter projects. Alan removed the diff from his Vitesse to assess its condition whilst Steve has been trying out some herald overrides on the front of his Mk3 Spitfire.

If you have been working on your car over the winter we would love to hear about the projects you have undertaken as well as any tips or tricks you have learnt along the way.

We look forward to seeing you all soon.

All the best,

*Harry & Maggie*

### North Staffs

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Hello, Welcome to 2021. Happy New Year to all TSSC members, I hope you managed to have some form of Christmas celebrations despite unusual circumstances.

2020 has been a very difficult year for the Club and I'm sure the Covid-19 virus has affected all of us in some way either health-wise or financially, I'm sure we all want to put it behind us and hope we never have to experience a year like it ever again.

I'm sure you will all join with me in thanking all the Staff and com members for their hard work in keeping everything going despite the difficult circumstances and wish them all the very best for 2021.

There is hope that the new vaccine is the light at the end of the tunnel and that life can get back to some form of normality, but I think it will be some time yet before we can fully enjoy what we all have taken for granted, our freedom to travel and enjoy the comradeship of family and friends, "Cheers to 2021!"

A welcome to new member Carl Worthy from Stoke on Trent who has recently bought a Spitfire, having had one many years ago and just having fun with it, hope to meet when this virus frees us.

I have done a few jobs on my Triumph, new core

plugs all round, and the gearbox is back on the engine ready to go back in the car but I did discover some tin worm in the rear leg of the chassis so a bit more welding required.

I know a number of you have been restoring your Triumphs lets hope that by the summer you will have finished the work and we then all have the vaccine so we can finally get together and enjoy our Triumphs.

The new year will have a number of big events I'm sure you will be looking forward to meeting up with fellow members for the first time since early last year so break out the Champagne things can only get better.

HAPPY NEW YEAR!

*Dave*

### West Sussex

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At the time of writing, as we tiptoe into December, most of our cars owners report that their Triumphs are tucked away, some on trickle charge, others with the battery either disconnected or isolated. Henrik's Vitfire warrants a special mention, as he reports it's under a cover, in his barn, on trickle charge, "with the secret beer fridge" - he clearly knows how to spoil his cars!

Before being tucked up in their garages, Martin's Vitesse had a new NSR bearing and rototflex coupling fitted, while Barry took advantage of some fair weather to take an afternoon run around Bognor, Chichester and Arundel in his Herald.

Glen's 2.5 Vitesse is still getting out and about and he also continues to improve it, recently fitting a Spitfire throttle pedal "which makes for a smoother operation".

Following a major stripdown last January, Alan reports that work has finally begun on his white Spitfire 1500. (pics) As the photos show, the rear wings have been repaired and





work on doors and bonnet is under way. This Spitfire is aiming to be restored to its original glory.

But the star of this month's report is undoubtedly

Paula's Spitfire, transformed from its original appearance and looking resplendent on its return from the paintshop, with its interior trim replaced by Paula herself. Paula writes:

*"At last it's finished!*

1. My tatty old Spitfire now has its shiny new coat of paint. It has been a long and winding journey to get to this point. A whole year ago before



we had even heard of Covid 19, I dropped my little yellow Spitfire off with Kev at Custom Colour in Funtington West Sussex imagining that we would be back together again before the summer...little did we know what was in store for us in the year ahead.

2. These 2 pictures show Paula and her car in before and after colours



I bought my Spitfire in 2018 from an Australian called Norman Philips, formerly a Surrey TSSC member. This was my first ever classic car, although I have always been interested in older



cars and have owned a series of 80s VW Jettas and been involved with a Gti engine rebuild, as well as joining a drag racing team in the past. Now I fancied taking on a vintage car of my own.

I was looking for a car that was in full working order to use as my daily driver and a car that I could put my own imprint on.

It had been in dry storage, body shell slung from his friends' garage roof for a whole 12 years prior to Norman taking ownership. He had spent 5 years putting the car back together from its component parts, keeping the original paintwork with all the patina that it had acquired over the years. By the time I met Norman he was enjoying country runs through the Surrey Hills, even turning up at Messerschmitt bubble car meet-ups in his bright yellow Spitfire and chasing them round the field! I was thrilled to meet Norman as he has really helped me look after the car by talking me through jobs that have needed doing and giving me the confidence to take care of it myself.

In the first year that I owned it I drove it everywhere. Everything from shopping trips to work journeys and lovely drives out to the country. It never let me down, started every time and passed its MOT with just a few new rubbers and bulbs, most importantly no rust issues. So I felt confident that this was a car worth investing in. The original paintwork and interior were looking tired and the roof and bonnet were full of dinks and filler, it was looking all of its 48 years. I decided to give it a make over before it turned 50.

I shopped around for a few quotes on a full bare metal re-spray. I was looking for someone with a bit of love and passion for my old car. It was one of my customers who said "My Hubby-to-be will be able to do a good job for you". Once I met Kev from Custom Colour, I could see that he was the man for the job. I had to wait until they were back from honeymoon before it was time for my last drive in the old yellow Spitfire over to Kev's workshop.

By trade I am a bridal dressmaker with quite a few years sewing experience, so I thought that while it was away I would have a look at replacing the interior myself. I started with the roof lining. I realised that the roof lining was not too different from a dress bodice with shaped sections and stiffening rods to hold the shape. Next I worked on the interior panels, I am less experienced with glues, but they came out pretty well too. Then the handbrake tunnel and sun visors, a bit different from dressmaking but I was pleased with the



## West Sussex - North Wales

### West Sussex Continues



result. Gaining confidence I started on the seats. I have an embroidery machine so I experimented with adding embroidered detail to the upper panel, quilting the seat squabs and adding piping wherever I could. This was going much better than I had expected.

By this time new words like 'lockdown' and 'social distancing' were starting to enter our lives. There were delays on supplies and parts, this was not going to be the quick job I was hoping. Weddings and car shows alike were being cancelled so I didn't really need my car at home. But despite the difficulties, Kev was working away finding all the little niggles and tracking down all the rust, rebuilding the boot lid, the front lip of the hard top and removing all the dents. I visited my car regularly but progress was slowed by the pandemic and all its consequences, but I could see that Kev was using the time to give my car the love and attention to detail that it deserved to do justice to all those who have owned it before me.

As the summer started to draw to a close I turned up to Kev's workshop... I couldn't see my car. A glint from the yard drew my attention and I realised that my car was no longer a collection of metal parts with primer on, the paintwork was complete! Now the race was on to transform it back into a working car.

My dressmaking work was drying up but I had quite enjoyed working on my car, so I started to turn my skills to upholstery and seek out more car trimming work. I have completed my first professional trimmers job now working with Trim-speed in Funtington and have a couple more trimming jobs coming up. I am looking to take on more work to build up my portfolio.

November is my birthday and every year I have a party, but no party this year, no friends to share it with and it was raining....I was miserable. But then I had a message from Kev. "You are coming over this week, aren't you? It's passed its MOT (needing another few rubbers of course) and your Spitfire is ready to collect". I was bowled over, this was going to be the best birthday ever. The next day was sunny when I was dropped off at the workshop and my new car was glinting in the sunshine. New shiny wing mirrors and windscreen wipers catching the sun.

When I turned the key it started first time and I drove off into the sunny Sussex countryside, taking the twisty route home".

A fantastic job, deserving a few credits - credit for the final 2 photos of the completed car go to Wayne Grundy [www.waynegrundy.com](http://www.waynegrundy.com) and it's well worth taking a look at the paintshop's video on facebook at: <https://www.facebook.com/cus tomcolourpaintstudio/videos/1457734431090998> - they're justifiably proud of this one! Finally, Paula deserves full credit for tackling a job most of us would be scared of - you can see her bridal and car trimming work on Facebook at: [www.facebook.com/paulaqueenofhearts](http://www.facebook.com/paulaqueenofhearts)

As the new year begins, we're all eagerly looking forward to the return of fair weather and a more normal world, so that we can resume our monthly meetings at the George and Dragon - hopefully you will be able to join us at one in 2021. Until then, it just remains for me to send you the very best of wishes for a Happy New Year from the West Sussex Area.

*John*

### North Wales

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Hi, folks. Well, another month has flown by yet again, and things are very quiet, which is the norm at the moment. Our Chester & Wrexham group had another Zoom meeting on Tuesday 1st December, and this was well supported. Great to have a catch-up with our good friends. It's the first time that we have not had a Presen-



## South Wales

tation Night in years, but things are as they are, and that's it.

Earlier in the week we had received a 'phone call from a chap who lives in Ruthin:- he contacted us because he had got a lot of Triumph spares, and because he was moving house very shortly he needed to find a home for them, or else they would have to end up in a skip. So we got his address and arranged a time for us to go on Wednesday 2nd. We had borrowed a trailer from one of our friends in the village, and it was a good job that we had done that:- the spares just kept coming and coming, boxes and boxes of stuff, you name it we have probably got it! What we brought back filled the trailer up, and the whole of the back of our Discovery as well. We arrived back home, and over the next couple of days the trailer was unloaded and the spares were put into our Airchamber:- this will help protect them during the bad weather season until the time comes when people can move around easier, then we shall advertise. In the meantime if you need anything give us a call.

So, that's all for now. Take care, stay safe and don't forget that we are still here, so if you need to contact us you can do so either by e-mail or telephone.

Very best wishes for 2021, let's hope that it is a far better year than the one we have just had.

*Helena and Roger.*

### South Wales

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Happy 2021 fingers crossed from South Wales! Well by the time you are reading this Christmas 2020 will be a socially distant memory and hopefully we may be looking forward to a more hopeful 2021.

Like most club areas it has been quiet and to be honest as most of our members here in South Wales are how shall we say very wise, and therefore we have not held any form of meetings with the associated risks of Zoom. However that has

not stopped our Eddy, one half of the famous Eddy & Mo's meat Pasty Empire, from making Triumph related plans. Eddy who you may remember owns a rather unique Gold Herald saloon with matching red Alfa leather interior



had the universal joints in his knee replaced about a year ago. This solved the squeaking and knocking noises from his knee much to the relief of Mo who could now talk to her husband without raising her voice to be heard on long walks. However Eddy had been looking for a more comfortable Triumph with the luxury of an auto gearbox, some people do believe unicorns exist, and such a beast had come up for sale in Cornwall. Andrew who is Eddy's son and my plumbing and heating engineer related the following tale.

Eddy as I have said was looking to upgrade to a more comfortable ride from the Triumph stable and had even considered an Acclaim as our fellow club members Mike and John from the Monmouth Mafia have two very well preserved examples.

Mike the Cake who is Eddy's grandson came across a Dolomite Auto for sale in deepest Cornwall which looked like it may be a good bet. Eddy was very keen to have a look so an expedition was arranged for the following Saturday and a generational family outing was arranged fuelled by a box of Mo's famous pasties.

The Pasty Nav was fired up and Mike the Cakes modern Audi rocket ship was pointed towards the South West. A little known fact about Cornish pasties, genuine ones that is, if you place one on your dash pointing South on the M5 you will always get to Cornwall. After many hours the boys made it to Cornwall and the remote garage where the Dolomite was stored. It turned out the owner was a bit of a dab hand at doing classic restoration and the car looked very presentable and for the asking price Eddy was very keen. The deal was even sweeter when Eddy discovered white fivers were still legal currency in Cornwall so bags of money changed hands and a deal



## South Wales - Wessex

was done.

The Dolly was taken for some fuel and the plan was to hopefully drive it back to Cardiff. All was going well with Andrew driving and Eddy and Mike following in the Audi until on some of the hills smoke was seen and getting worse by the mile, it got to a point where it was necessary to pull over and check the source as weirdly it was not the engine.

Closer inspection concluded that the rear seal of the auto box had a bad leak and the transmission fluid was getting onto the hot exhaust and burning off. It was decided to call in Andrews little used AA membership as it was clear Dolly had run out of puff.

After a wait of an hour or so a friendly AA man and his transporter arrived and ferried Dolly and the crew all the way back to

Cardiff where Andrew diagnosed the problem a few days later and the required seals were sourced and everything was back to normal with no leaks. A few weeks later Eddy and Mike the Cake brought his new car and his Herald to St Brides where I managed to get a couple of pics. The Dolly does look great and is in a very well preserved condition with a mint interior. Many happy miles Eddy, another one saved. By the way Eddy's Herald is up for sale so if anyone out there is interested let me know.



### Wessex

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All the best for 2021, what else can we say? Well, I would like to start by saying a big thank you to Bernard and his printers for keeping the Courier going and keeping it fresh in these difficult times.

At the moment all we have to look forward to is Silverstone Classic & Le Mans Classic and that is only because both have been rolled over from 2020. As for anything else, it is still too early to make any decisions or financial commitments, a case of wait and see.

I see that a date for the **MG & Triumph Spares Day** has been announced, **Sunday 7th February**, with a change of venue to the Telford International Centre, not sure why they have changed from the Agriculture Centre at Stoneleigh? Reading some of the comments, the change of venue has not gone down too well, Stoneleigh was a known quantity, we all knew how to get there and that parking was relatively easy.

The disadvantage for us is that being north of Birmingham, Telford adds an extra 30/45 minutes to an already long journey.

All this could be academic as the general thoughts on 2021, is that things won't be properly up and running until Easter at the earliest! With the rollout of a vaccine, I'm hoping to have a more positive report for February.

All the best and keep safe,

*Martin*

**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**

*AL*