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THE COURIER NUMBER 488 FEBRUARY 2021 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 488 FEBRUARY 2021

USE IT! Whatever the Weather ...



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Chris Gunby - Chairman/Gen Sec



Tracey Hawes - Financial Lead



Nigel Hill - Area Liaison



Tom Hartley - Director



Jane Rowley - Director



Neville Wright - Director



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

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



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



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



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Chris Allen. Dave & Sue Bayliss.

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

John & Pam Griffiths. Leon Guyot.

Pip Flegel. Michael Hancock. John Macartney.

Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.

Frank Spencer. Paul Swanson. Peter Williams.



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THE February 2021 COURIER

Price £3.50 Free to Club Members.

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WISHFULL THINKING?
GET VACCINATED & MAYBE NOT!
PICTURE FROM JOSHUA BELL

Courier Copy/Area news



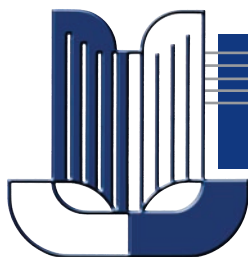
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THE GET OUT

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TSSC HQ Services

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

TSSC Head Quarters is

CLOSED to Visitors until Further Notice

Tel. 9am to 5pm - **Monday to Thursday**

TSSC MEMBERSHIP & RENEWALS

Worldwide Membership & Renewal £51.00

Young Member (Age 17 to 25) £25.50

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

Young Member (Age 17 to 25) £22.50

Members joining/renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to the 13th of the month prior to their membership expiring

TSSC MEMBERSHIP ENQUIRIES

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

INSURANCE VALUATION SERVICE -

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

Email Only at present

e-mail Form To:

TSSC Valuation Service

e-mail: courier@tssc.org.uk

Form on Website: www.tssc.org.uk

TSSC INSURANCE PANEL Contact Numbers

FOOTMAN JAMES & CO LTD

Tel: 0333 207 6080 Fax: 0333 207 6104

FJ Breakdown Recovery - 0800 132 278

PETER JAMES LIMITED

Tel: 0121 506 6040 Fax: 0845 2233 020

LANCASTER INSURANCE

Tel: 01480 400763

CLASSICLINE INSURANCE

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TSSC SHOW CAR REGISTER

TSSC HQ, Sunderland Court,

Main Street, Lubenham, Leics. LE16 9TF

e-mail: info@tssc.org.uk

COUNCIL OF MANAGEMENT

2021 meetings:

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

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

Enjoy YOUR Club ...

I am at home for a change, Lockdown 3 has meant I have had to close my business for the third time along with thousands of other people, what do I write Comment about as nothing is happening.

Really ?

Since the start of the Covid pandemic the TSSC has had to change and evolve as many businesses have, your HQ team go above and beyond every working day, I have to say I am completely shocked at what the Staff and Membership of this great club are managing to achieve in these difficult times.

The TSSC Shop is still open via the phone or website and it seems the membership are spending money on their Triumphs like its going out of fashion, people are finally doing those jobs that have wanted doing for a long time.

Personally I cannot wait to see the quality of cars that turn up at our events once we are allowed out safely, looking at the rebuilds and refurbishments that are pictured on our social media pages, forum etc they all look to be of the highest standard.

Are you following our presence on social media ? If not give it a go it's free, easy and a great way to communicate with fellow enthusiasts, we are on Facebook, Instagram, Twitter etc just look for TSSC.

A bit nearer to home we have our **fantastic TSSC Forum on the TSSC website** with everything and anything discussed on a daily basis this is a very valuable asset to the Club and a great font of knowledge. You can reach the Forum from the home page of the TSSC website give it a go you will wonder how you managed with out it.

Then the Courier our monthly publication, Bernard our Editor is very proud to have never missed a print deadline in nearly 40 years, who doesn't love a browse through the best Triumph magazine out there.

Maybe the pandemic has given you a bit more spare time to write that article for the Courier, your **Register Secs** are always on the look out for a great article about your Triumph, please remember these guys and girls are all volunteers and do a great job, so sending in a few words to them about your car makes their job a little easier.

The TSSC have just reviewed and **updated our agreed value insurance price's guide** for 2021 (available to view on the TSSC website and on Page 23, this issue), giving you all the latest insurance agreed valuation guide prices.

Remember your car needs to have been valued by the TSSC and insured through the TSSC insurance panel of insurers to make sure you have your car covered in the best way possible.

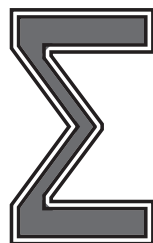
That's just a few things that you can be getting involved with without driving your car, wait till we can all get out and use our Triumphs for what they were built for.

We have lots of events planned for 2021, Covid allowing, including going to Le Mans and the joint international show with the TR Register at the Malvern county show ground, as well as all your favourite's and a few new one's.

Stay safe, enjoy YOUR club and get the most out of the TSSC you can, that's why you joined !



BY CHRIS GUNBY
TSSC CHAIRMAN



EVENTS CALENDAR

e-mail courier@tssc.org.uk

TRIUMPH
SPORTS SIX
CLUB

TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

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

FRI SAT SUN 13 14 15 AUGUST 2021

INTER-CLUB TRIUMPH WEEKEND

THREE COUNTIES SHOWGROUND

MALVERN, WORCS.

TEL 01858 434424 EMAIL - info@tssc.org.uk

www.triumphweekend.com

TRIUMPH WEEKEND
2021 - Malvern
13 - 15 AUGUST
THREE COUNTIES SHOWGROUND, MALVERN,
WORCESTERSHIRE, WR13 6NW

2022 - Stafford
19 - 21 AUGUST
STAFFORDSHIRE COUNTY SHOWGROUND, STAFFORD
ST18 0BD

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

July / August 2021

FRI 30 SAT 31 JULY / SUN 1 AUGUST

SILVERSTONE CLASSIC 2021

www.silverstoneclassic.com

Booking Code 2020CCD006

Insurance Valuations

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

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

Valuation Forms Available here:

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

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

£15 Payment By BACS Transfer only please as

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Triumph Sports Six Club Ltd.

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



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

Insert Name of TSSC Insurance Panel Company Here

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Peter James

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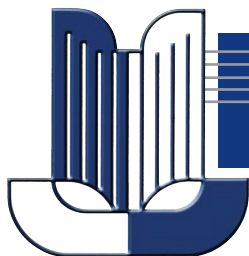
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NEWS REVIEW

Monthly News of a Triumph Nature

LED Headlights & Halogen Lens Conversion Update - Important

The rules regarding the use of **LED bulbs in halogen lens units** have just changed and that such fitments should now automatically fail an MOT. The change was published on 11th January 2021.

The relevant paragraph from the MOT manual is shown below.

Existing halogen headlamp units should not be converted to be used with high intensity discharge (HID) or light emitting diode (LED) bulbs. If such a conversion has been done, you must fail the headlamp.

Previously only HID conversions were outlawed.

Obviously, most of 'our' cars are MOT exempt now but many of us still have them tested anyway for our own peace of mind and this rule would apply.

Even if you don't have your car tested this rule would still apply because it must be considered roadworthy and this effectively means that it is capable of passing an MOT.

If you were to be stopped and have your car inspected by the

Police or a VOSA official then it could fail the inspection.

So, the TSSC advice is to remove H1 or H4 (or any other type) LED bulbs from your units and revert to halogen bulbs.

Properly designed **complete LED headlamp units** from such suppliers as Wipac and those used on Land Rovers **would not** fall foul of this regulation.

Also, **LEDs are still acceptable in all other positions on a vehicle such as sidelights, brake lights and indicators.**

Reference: MOT inspection manual: cars and passenger vehicles, section 4.1.4 (Lamps, reflectors and electrical equipment/Headlamps/Compliance) <https://www.gov.uk/guidance/mot-inspection-manual-for-private-passenger-and-light-commercial-vehicles/4-lamps-reflectors-and-electrical-equipment#section-4-1-4>

Phil Willson,
Stag Register Secretary



OFFER for February 2021

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

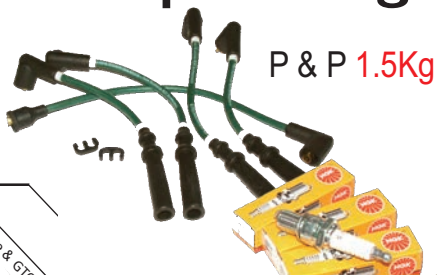
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Performance HT Leads & Spark Plugs

These New HT Leads retain the look of Original Equipment Lucas leads but internally they are made to the same spec as modern High performance leads.

FL100+ Herald/Spitfire 4 CYL & PLUGS **£30.00**

FL200+ Vitesse/GT6 6 CYL & PLUGS **£38.00**



PLUGS

State 4 or 6 cyl

Spark Plugs (NGK)

BP6ES (Long Reach)

BP6HS (Short Reach)

BP5ES

	Herald 948 & 1200	Herald 13/60	Spit 4 & MKII	Spit MKIII & IV	Spit 1500	Vitesse & GT6
x4 or 6		✓		✓		✓
x4	✓		✓			
x4					✓	

Saving £10.00 on a Set of SPARK PLUGS and HT LEADS



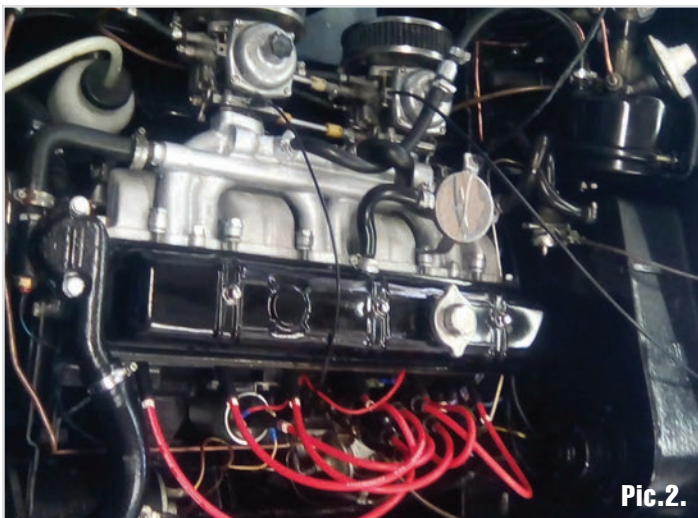
1600, Mk 1&2

DAVE RUMENS vitesse@tssc.org.uk

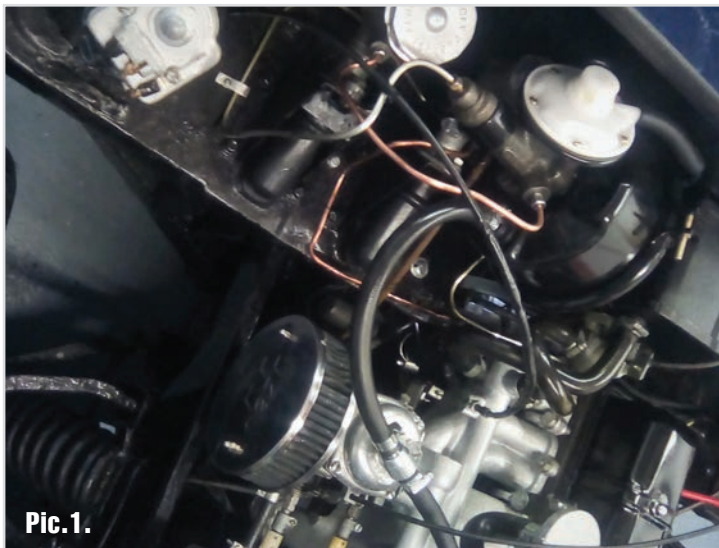
Vitesse Improvements

Hello everybody. I am typing this in December, and hopefully by the time it is published in February there will be a Covid vaccination program up and running so we can go to a few car events in the coming summer. Last year I received a number of emails from members carrying out improvements to their Vitesse and it makes good sense to pass these on so the first is **Peter Illingworth**. So over to you Peter.

Hello Dave, I hope you and your family are safe and keeping well, we are all good this side. In this update I won't go into



Pic.2.



Pic.1.

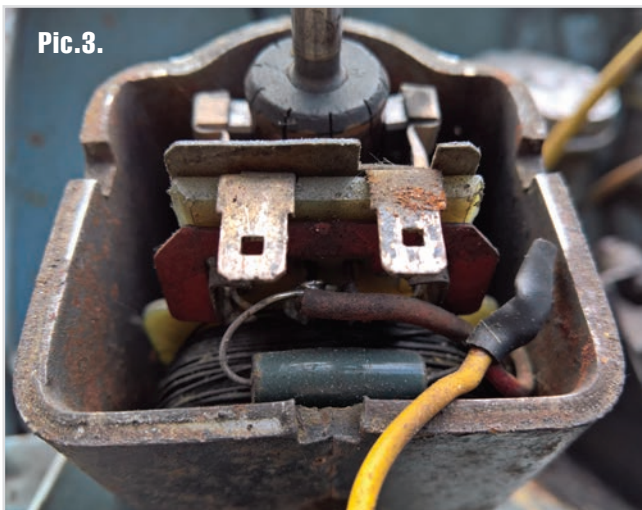
great detail. I placed the servo between the clutch master cylinder and the Heater Box (Picture 1) it was tight but I managed. Had

to alter the fitting bracket then took off both manifolds, drilled out 15mm hole to fit the non-return air valve. I wasn't happy it being plastic, replaced it with just a standard metal one and secured it in place with Titanium Putty. There's no leaks, then placed an in-line good quality non-return valve in the hose to the servo the correct way round (Picture 2). I bled all four corners of the brakes and I'm happy it's a neat and tidy job. (Dave - I agree with using better quality parts for reliability)

The second is from **Anthony New**.

Hi, Dave. Just come across your April article about 2-speed wiper conversions. I did mine a very long

Pic.3.



needed. I used a bullet connector on this - connect it to terminal (1) for normal speed and leave it floating for fast.

When the end cap is replaced, (Picture 4), the left hand terminal (1) is the green/black, switched to ground, and the right hand terminal (2) is the green to switched battery +

I can't remember where I got the dashboard switch from but I think it's a Dolomite part, with 4 positions and electric washer push. It takes a wiper delay too. Regards,

Anthony New.

P. S. You're welcome to put this in reader's letters if you want.

(Dave - Don't reverse the leads as this will cause problems and mount the resistor on a tag strip. I must carry out this modification and document / photograph the process)

Third is from **Brian Stalley**

Hi Dave. Hope you are keeping well, and that this is of interest to you and other members. My original boot mat tore itself to pieces some time back in the 80s and I've lived without any boot covering since. Waiting to see if any of the traders offered something close to the original rubber boot mat, all I could find was boot carpet (since when were Vitesse boots carpeted?) and something described as Hardura which didn't sound very enticing. So, for the sake of £15 and a morning's work I recently decided to make up a "near to the original" version out of a length

Pic.4.



time ago using the standard wiper motor. Unscrew the end cap, and see the two wire ends of the field winding (bottom of Picture 3). Cut just the field wire at the left terminal (1) and solder it to one end of a 6.8 Ω 5W vitreous enamel resistor (the green blob), and then solder the other end of the resistor back to the terminal (1). Now solder a new wire (yellow in Picture 3) to the junction of the field winding wire and resistor and this is your fast/slow terminal. It pushes through the slot for the terminals - no new hole is



Pic.5.



The ribs on the rubber mat prove very effective in preventing those tools and spares sliding about during cornering!

Brian.

(Dave - As interest the Hardura type of boot mat was fitted to the 1970's Triumph models such as the Toledo and Dolomite. Brian is of course right the Vitesse never had a carpeted boot, just the rubber mat)

of a backed rubber matting with narrow ribbing. A bit tricky to get fitting snugly around the wheel arches, the petrol tank bracket and the jack mounting, but hopefully the attached pictures (Pictures 5 and 6) show an acceptable result, and maybe could inspire others to attempt the same.

Thanks for those excellent improvements which are always welcome.

***Well that's it for this month,
Keep Running On All Six,***

Dave

The Car's the Star Quiz

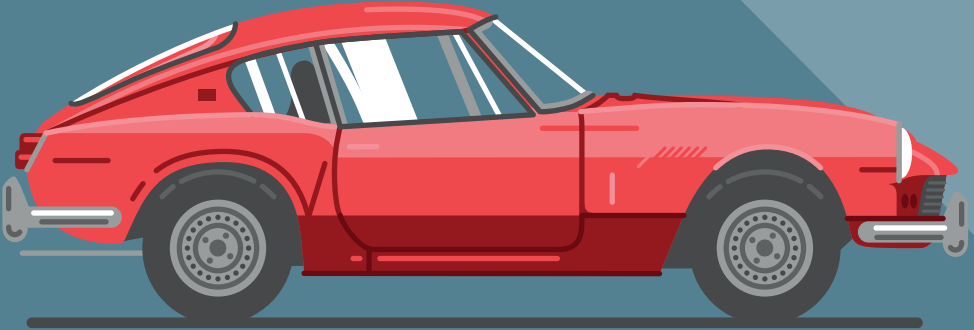
by Paul Girling – Joint Norfolk AO

Answers to the Triumph section of the TSSC Norfolk Christmas quiz printed in last months Courier.

- 1) Triumph Herald 13/60, The Two Ronnies - the Driving Test sketch
- 2) Triumph Stag, James Bond, Diamonds are Forever
- 3) Triumph Herald 1200, Top Gear (Clarkson, May, Hammond) the Amphibious Car Challenge
- 4) Triumph Herald 13/60 - Sometimes, Always, Never starring Bill Nighy
- 5) Triumph TR7 - the New Avengers
- 6) Triumph Spitfire - the Ant-man
- 7) Triumph Herald 1200 (sometimes a 13/60) - Last of the Summer Wine
- 8) Triumph Herald 13/60 (possibly a Vitesse with the 13/60 bonnet) - Educating Rita starring Michael Caine and Julie Walters
- 9) Triumph Spitfire mk3 - Monty Python's Flying Circus, Upper Class Twit of the Year. In 'And Now for Something Completely Different' the Spitfire was replaced by an MG
- 10) Triumph Roadster - Bergerac starring John Nettles
- 11) Triumph Herald - Tintin, the Black Island
- 12) Triumph Stag - Hazel
- 13) Triumph Stag - New Tricks starring Dennis Waterman as Gerry Standing
- 14) Triumph Herald 13/60 - Soft Top, Hard Shoulder
- 15) Triumph Herald 1200 - Heartbeat

So how did you do? Easy wasn't it?

Insurance Partner



Triumph Insurance

Triumph Sports Six Club members can save money insuring with us

- + Agreed Value**
Guarantees the amount to be paid out for your vehicle in the case of a total loss claim
- ✓ Car Club Discount**
Enjoy a discount for being a TSSC member
- ✓ Unlimited Mileage**
This option is available on all TSSC club members Triumph cars
- ✓ Salvage Rights**
In the event of a total loss you will be able to retain the salvage of your Triumph
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INSURANCE



Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org.

Mickey's M/C Rebuild

Following on from last month we now have the next chapter on Mickey Parish's car, on getting the car mobile again.

"First the easy stuff: bought a battery, removed the spark plugs and points, cleaned them up and reset them. Drained the old petrol and put a couple of litres in the tank.

Checked the fluids. Started the car ok, amazingly after a couple of goes only.

Once running revs were ok, the car reached temperature and thermostat opened ok.

Alternator (which I fitted 15 years ago) seemed to be charging ok.



So now for the next "easy" job, which has proved to be a real roadblock. I already mentioned the clutch was dead some years ago, so I thought, check for leaks and if necessary top up.

From the photos you can see the clutch master cylinder was dry as a bone. Lots of corrosion round its base. The nuts holding it to the bracket and the pipe union seized solid. Even my trusty mole wrench and about half a can of WD40 have not shifted them.

So a write off for the MC at least.

Not to worry, I have at least one master cylinder from our first Mk2, EFU. The cylinders off that car were painted green.

When I looked in my cupboard, though, I found a bewildering



array of M/Cs, see photo. The common point is that they are all Girling and all marked 5/8. Some are taller than others. One is fatter and not as slanted. I guess that one is not a Triumph one. The ones off EFU were the green painted ones. Not sure where the others came from, maybe one of the car jumble days.

The clutch M/C I took off is at bottom right.

The brake M/C is still on the car, but the fluid seems to contain some nasty green crystals, which I assume is the hygroscopic effect of the fluid, and will need changing anyway.



Some internet research has told me that aftermarket non-Girling cylinders are not 100% to be trusted, some having wrong length pushrods fitted, for example.

I also found out that the taller cylinders are for disc-braked cars. I think the mechanic who refurbished the car 15 years ago got them the wrong way round. Referring back to our old photos of EFU, the taller cylinder is on the brake side and the shorter one on the clutch side.

I wonder if this caused the original leaky problems?

Do you know if there is any other internal difference between clutch and brake M/Cs? Should I be checking the fore and aft distance of movement of the piston? I would rather use one of the Girling spares than buy an aftermarket one.

My idea is to use the current "brake" M/C which looks saveable for the clutch



onwards or Vitesse etc. I'm not sure of any specific measurable differences between the clutch and brake master cylinders but that mere fact that two different versions were used originally show that they should be replaced likewise. I found that Rimmer Bros do list original Girling cylinders - **GMC224ORIG** for the brake and **GMC205ORIG** for the clutch.

Neither are cheap but if, unlike Mickey with his collection of spares or Guy with spares from a variety of cars over the years to choose from, you do need to replace yours, it's good to know that direct replacements do seem to be available.

I hope he has managed to sort out the hydraulic systems and I'm looking forward to seeing the next instalment of Mickey's work on the car.



and the tall spare cylinder at bottom right of the photo for the brakes."

We were able to confirm for Mickey that the taller cylinders were for brakes – more fluid being required to account for wear on the pads.

The larger diameter reservoirs are for cars with type 14 and 16 calipers - Mk 3



Somewhere over Christmas Guy showed me a Spitfire related item on Facebook featuring a Spitfire on an



episode of the Munsters. Chasing it down I found an image in a post by **Charles Frick** back in 2013 on the Triumph Spitfire page but a bit more investigation found the whole episode, 'Herman's Lawsuit' first shown in 1966, on YouTube at (<https://youtu.be/g6wuREi9-Lw>)

In the clip Herman is hit by a car which just about self-destructs – like a clown car falling apart in a circus ring.

Good planning of the programme makers to use a Spitfire (a 1963 Spitfire4 apparently) where undoing a few nuts and bolts would allow them to remove various panels to give the appearance of the car being broken apart.

And finally, again harking back to the holiday period winding up 2020, **Malcolm Buchanan** sent a photo of some wine he'd enjoyed with his Christmas dinner – a bottle of Triunfo Cariñena – Triunfo being Spanish for Triumph. Very fitting indeed.



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Seek and you will find...

At time of writing I'm kicking myself for breaking a totally unique part for an early gearbox, which I'm fortunate enough to be able to have re-made locally, but as usual I've searched far and wide for another with no luck so far. I'll keep trying, but if you've ever needed a rare or important part, it pays to be smart when searching. Here's a few tips to help locate that elusive part.

A little bit of homework on your required part helps. Many of the parts fitted to our cars came from a rather well-used parts bin, and therefore are not unique to Heralds. Minis - and Sherpa vans - used our wiper wheelboxes; we share wheel-nuts, studs, bearings, UJs, seals, switches and all kinds of things with other cars of the period. If you're searching for a Triumph Herald boot lock, for example, you may find availability rather limited, but if you search for Classic Car boot lock, you'll find a lot more. How many times have you seen an auction entry with the words: *"I've got this original 1960s part, and I've no idea what it's from..."* Find a picture of the item you require, so that you can compare it with whatever's out there, and what comes up may surprise you. In the past I've bought Herald parts that were incorrectly listed for Austin Cambridge and Morris Minor 16

with correspondingly low interest from those owners, who knew the parts weren't for their cars. Use plain language, too - you need a Triumph Herald boot lock, that's what you search for - but is it the lock, handle, or catch you need? Determine which and search accordingly. This however works both ways; if

you search, for example, for Triumph Herald timing cover screws you won't find any - they're NLA from many suppliers. Knowing that the Workshop Manual refers to them as 'slotted pan head screws, 5/16' means that you can search for the screw ([pic1](#)), not the car part; a small difference but an important one, especially in price.

Knowing the manufacturer's part number also helps. A parts manual is a great help and so are many supplier's websites, but don't just stick to the Triumph parts number. Did you know that the Herald single-bulb sidelights, for example, were also used as reversing lights on the MK2 GT6 and Mk3 Spitfire, as well as on the E-type Jaguar, and when fitted with amber lenses became indicators on the Riley 1.5? They won't be listed as part number 576223 anywhere else except Triumph suppliers, but if you examine the glass or the back-plate, you'll see the Lucas part number of L595 ([pic 2](#)). A search



Pic 1.



Pic 2.

of that part number yields far more than just the Triumph part number alone, and at some amazingly low prices too. Determine the manufacturer, find their own part number, and search under that - most parts will have the name, and part number, somewhere about the unit, and you may often find them in the most unusual of places. That little red reflector on the rear of Heralds and Vitesse - Lucas part LU57111 or, as it says on the front, RER 24



Pic.3.

(pic3)- also adorns BSA, Norton and of course Triumph motorcycles (pic4), and are available new at a fraction of the cost of a dedicated Triumph Herald or Vitesse item. Believe me, I've checked!

Similarly, as with the timing cover screws, don't accept it when someone tells you that a necessary part is unavailable. It may be for them, as some-



Pic.4.



Pic.5.



Pic.6.

it may be uneconomical to for that particular supplier to keep on a shelf. Others, however, may have it, so check around before settling for an alternative, and don't be afraid to go straight to the top. I restored a Triumph TR7 recently and one of the Achilles' heels of those is the heater blower control, which uses a bi-metallic strip as a thermal cut-out. Mounted on top of the heater box they rust easily (pic5) and when they stop, you're down to single speed. No-one supplies them any more. A close examination of the part reveals it's made by Otter Ltd, they're still in business with an excellent website through which I was able to make contact. They were very willing to help. Do they have any left, in old stock? No - they sold their remaining units to the Rover SD1 Club - another common part between Triumph and another marque. A quick e-mail to the Rover enthusiasts and they were happy to sell me a brand new unit for the TR7 (pic6). I would never have

times their supplier in turn tells them it's unavailable, or

thought to search under 'Rover'.

Another solution for obsolete parts is to cannibalise something else that used the same component, but

piece; on assembly, it presses in from the front and is designed to stay in place, so removing

it in the other direction distorts the housing. New ones are completely unavailable - and believe me, I e-mailed a lot of restorers who told me that even their personal stocks are drying up. A bit of online research revealed that the same bush and clip housing is used in other cars - MGs, for example, and also in Lucas wiper motors. £5 purchased a common MG blower which I was happy to cut up with a grinder to obtain the required bush housing which pressed into place (pic8) and gave me a fully working - and far rarer - Tri-

umph heater motor.

It's a great game of detective work that can often pay dividends so next time you need a rare or elusive part - don't settle for the first answer you get. I once sought a Mk1 GT6 part and was told by suppliers there were none left on the surface of the entire planet. It took me twenty minutes to find not one but two and boy did I feel smug...

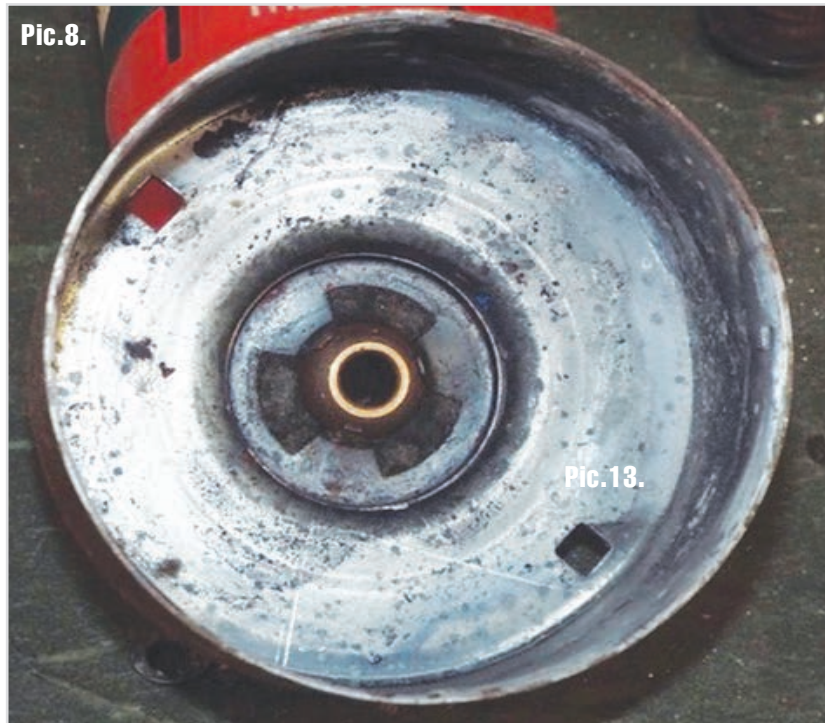
Anyone got an early alloy gearbox clutch release arm hinge? **Now that IS rare...**

Colin

Pic.7.

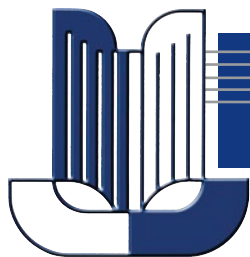


Pic.8.



Pic.13.

is more available and therefore cheaper. I repaired a Delaney Gallay heater blower to destruction recently, by pulling the bronze bush out of the housing. (Pic7) There's no way that comes out in one



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.

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- The additional driver is a current 'TSSC Young Member'

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Recon exchange caliper type 16P/PB	£62.50
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Gearbox 4 speed (exchange)	£425.00
Recon steering rack (exchange)	£75.00
Front strut assembly recon (exchange)	£95.00
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£9.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£45.00
Lower steering shaft TKC1084	£47.50
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKC509	£25.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Recon exchange brake caliper	£50.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
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Wheel cylinders 4-5 speed	£15.00
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STAG

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Rear wheel cylinder GWC1211	£15.50
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TR6

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Recon rear hub assy (exchange)	£150.00
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Recon Exchange Diff (NCW&P)	£550.00
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Bonnet hinge pivot box RK362/3	£96.00
Chassis front gusset 218526/7	£19.50
Bonnet hinge tube L/H-R/H 911107/8	£75.00
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Rear wing front repair panel	£35.00
Rear wing rear repair panel	£35.00
Rear lamp panel 716182	£275.00
Rear valance 908970	£115.00
Boot floor	£205.00
Boot lid 911327	£650.00
Rear inner wheel arch 725563/4	£215.00
Rear outer wheel arch 909661/2	£127.50
Windscreen aperture drip channels	£18.00 pair
Hard top rear screen seal 911040	£60.00
H/ top seal roof/ door glass 716813/4	£12.00
Door hinges 607824	£28.00
Exterior door handle (black) YKC2837 LH only	£85.00
Window regulator 911271/2	£120.00
Window regulator glazing channel	£75.00
Front outriggers 209398/9	£57.50
S/steel tread plate finishers	£32.50 pair
Oil pump TKC 1974 (exchange)	£32.50
Water pump 216939/GWP128 (exchange)	£29.50
Radiator support cradle TKC 1761	£25.00
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Front suspension top ball joint GSJ155	£9.00
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Recon Exchange Diff	£450.00
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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
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Boot floor carpet Mk I/II 810841	£36.00
Main carpet early Mk III new tan 819813	£36.00
Main carpet late Mk III new tan 822633	£36.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£75.00
Seat belts	£85.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£42.50
Gearbox (exchange)	£425.00
Recon exchange D Type O/D	£450.00
Clutch kit	£80.00
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 I/II/III rotoflex GBS750	£19.50
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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 7017/11	£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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Toledo Static Seat Belts O.E.	£35.00 pair
Front underdrier XKC 83/84	£48.50 pair
Rear lamp assembly 1300 F.W.D. 211874	£37.50
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 919387	£47.50
Boot floor carpet 1300 F.W.D. 617831	£36.00
Recon windscreen wiper motor (exchange)	£45.00
Dolomite 1300/1500 new exchange distributor	£59.00
Dolomite 1300/1500 recon exch distributor	£47.50
Dolomite Sprint recon exch distributor early/late	£160.00
Set of HT leads 1300/1500	£8.00
Set of Sprint H.T. leads	£59.50
Set of HT leads 18.50	£12.00
Distributor cap 1300/1500 GDC136	£4.75
Oil filter 1300/1500 GFE119/150	£5.00
Sprint gearbox (exchange)	£450.00
Sprint clutch kit	£80.00
Gearbox exchange 1300/1500/18/50	£425.00
Gearbox exchange 18/50 3 rail	£425.00
C/V joint 1500 F.W.D. 518093/UKC 1160	£87.50
Front subframe mounting cup washer 138626	£7.50
Recon steering rack (exchange)	£75.00
Track rod end	£9.50
Upper steering column joint 157659	£48.00
Lower steering column joint FAM1718	£30.00
Front/Rear shock absorber (Dolo)	£35.00
Toledo front shock/spring assembly	£48.50
Front lower ball joint GSJ135/RH	£75.00
Anti-roll bar mount bracket 154868	£7.50
Anti-roll bar mount bracket 153669	£12.00
Dolo recon exchange caliper	£50.00
Brake pads Dolo/Toledo	£19.00
Brake pads Sprint	£24.50
1500/18-50 brake shoes GBS746	£20.00
Dolo 1500/18-50 wheel cylinder GWC1502	£15.00
Sprint wheel cylinder GWC1121	£15.00
Tank sender 1500HL/1850HL/Sprint 215652	£45.00

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TSSC INSURANCE PANEL

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POLICYHOLDER'S DETAILS

Title (Mr/Mrs etc.) and first name(s) _____
 Date of Birth _____
 Address (Including Post Code) _____
 Daytime Tel. No. _____
 Fax No. _____
 Email _____
 Evening Tel. No. _____

VEHICLE DETAILS - MUST BE COMPLETED

Model & Mk.	Reg Number	Body Type	Engine Size CC	Tick if LH Drive	Manual / Auto	Year of Manufacture	Recorded Mileage of Submission	Date of purchase (Year)	Purchase Price
Overall Conditions - CONCOURS, A1+, A1/S - Serviceable, P - Project									
Body	Paintwork	Chassis & Trim	Chassis & Underbody	Interior	Engine Bay	Transmission & Suspension	Electrical equipment	LAST Known Valuation Figure of Vehicle	

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

A1+ - SERVICEABLE: The vehicle must be in excellent condition with bodywork/chassis mainly free from rust. The vehicle's components should be free from any but trivial faults and should work efficiently.

P - PROJECT: The vehicle is usually in need of a full restoration of all its components.

NOTE: This certificate will **NOT** be TSSC Backed unless insurance is with a TSSC Insurance Panel Company. Provided the details and member's valuation are in order, a file will be opened. If the Club Car has been over or under valued in the event of a dispute, the Club valuer may request more information or a personal inspection.

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Agreed Value policy.

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

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

You can of course supply a TSSC Valuation Form (**Valid for 2 Years**) and photographs by

Email or Post and we can value your pride and joy that way.

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

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

If not request one from TSSC HQ on **01858 434424** email **info@tssc.org.uk**

or Download and Print one from the Bottom of the **TSSC Website Club** page.

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

TSSC INSURANCE - CAR VALUES

MODEL	BODY	PROD	CC/Cyls	Concours	A1+	A1/S	P - Project
Herald 948 & S	saloon	1959-61	948/4	8000	6000	4000	1500
	fhc & dhc	1959-61	948/4	12500	8000	5000	2000
Herald 1200/1250	saloon	1961-70	1147/4	9000	6000	4500	1500
	fhc & dhc	1961-67	1147/4	14500	9500	6000	2000
	van & est	1961-67	1147/4	13500	7500	5500	2000
Herald 13/60	saloon	1967-71	1296/4	8500	6000	4500	1500
	dhc & est	1967-71	1296/4	14500	7500	5500	2000
Spitfire 4	sports	1962-64	1147/4	23000	18500	14000	4000
Spitfire II	sports	1965-67	1147/4	20000	17000	12000	4000
Spitfire III	sports	1967-70	1296/4	19000	15000	10000	2800
Spitfire IV	sports	1970-74	1296/4	12000	8000	4500	1500
Spitfire 1500	sports	1974-81	1493/4	15000	10000	6500	1500
GT6 MK1	fhc	1966-68	1998/6	25000	21000	15500	4500
GT6 Mk II	fhc	1968-70	1998/6	24000	19000	14000	4500
GT6 MkIII	fhc	1970-73	1998/6	21000	18000	13000	3000
GT6 Convertible Early (RT)	dhc	1966-70	1998/6	20000	18000	15000	4000
GT6 Convertible Later (ST)	dhc	1970-73	1998/6	19000	16000	12000	4000
Vitesse 6	saloon	1962-66	1596/6	10000	7000	5800	2000
	dhc	1962-66	1596/6	12000	9000	7500	2000
Vitesse 2L Mk1 & Mk2	saloon	1966-71	1998/6	18000	12000	8500	2000
	dhc	1966-71	1998/6	22000	14500	10000	2500
Renown Roadster	saloon	1946-54	2088/4	13000	9500	7500	2000
	dhc	1946-49	2088/4	25500	20000	17000	8000
Mayflower	saloon	1950-53	1247/4	6000	4000	3000	1000
TR2	sports	1953-55	1991/4	35000	24500	15400	5000
TR3 & 3A/B	sports	1955-61	1991/4	38500	28000	16800	5500
TR4	sports	1961-65	2138/4	35000	24500	15400	4000
TR4A IRS	sports	1965-67	2138/4	38500	28000	16800	4500
TR5	sports	1967-69	2498/6	65000	45500	26000	9000
TR6	sports	1969-75	2498/6	40000	30800	18000	4000
TR7	fhc	1976-82	1998/4	10000	7500	4000	1500
	dhc	1980-82	1998/4	12000	8500	5500	2000
TR8 (Factory/Grinall)	dhc	1980-81	3528/8	17000	10000	8000	3000
Stag	dhc	1970-77	2997/8	30000	20000	12000	3500
2000/2500S 2.5PI	sal/est	1963-77	1998/6	20000	12500	7000	2000
	sal/est	1968-77	2498/6	25000	15000	9000	2500
1300 & 1500 Toledo & Dolomite	saloon	1965-73	1296/4	5500	3000	2000	1000
Dolomite Sprint	saloon	1970-81	1493/4	6500	4500	3500	1000
	saloon	1973-81	1998/4	25000	14500	8000	2000
Acclaim	saloon	1981-84	1335/4	4500	3000	2000	1000
Bond GT 2+2	fhc	1963-64	1147/4	9000	6500	4500	1000
Bond GT4S & 1300	fhc	1964-70	1147/1298/4	6000	4000	4500	1000
Bond Equipe 2L	fhc	1967-70	1998/6	8000	5600	3800	1000
	dhc	1968-70	1998/6	9000	6500	4500	1000

N.B. - Definitions (i.e. Concours, A1+, A1/S Serviceable, P Project/Rebuild, etc.) **as per Valuation Form.**

Please remember originality and rarity will always add to value

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

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

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

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

Above Values Revised as of 01/02/2021

Another Plea

My article last month started off with a plea for help and once again I am going to call upon the readership to help find a Herald owner.

Ex-Triumph owner and member Martyn Chapman contacted me regarding a White 13/60 Saloon he once owned, registra-

ber Michael Davies who was attempting to replace the rubber diaphragms on his seats. The item in question seemed too small and therefore could not be stretched enough to clip on.

Now I've had MGF seats in my Herald for quite a few years now, but back in early 2010 I did exactly the same job, I did manage to get mine on but it soon failed again so I tried an alternative approach, therefore I advised Michael to do the same.

Such is my memory these days that it took a week or two after Michael contacted me to remember I had actually written an article about it back in February

2011. I used to write many of these articles for my somewhat forgotten blog, but if anyone wants to have a look it can be found here: <https://triumphherald1360.blogspot.com/>

The way we use Social Media these days has changed somewhat from when I started the blog back in 2008, I did keep it relatively up to date until August 2017 but since then it's been neglected. I've no intention of tak-

tion MKP 609F. During a recent house tidy up he had found some photos of the car just before it went off to the bodyshop and rather than throw them away he thought the current owner might like them. If the owner is found, Martyn will also send on his copy of The Courier Issue No. 165 which also has a picture of the car.

The car is still showing as taxed (Pic 1) so is on the road, so if you own this car or know who does, then please drop me an email and we can arrange to get the photos and Courier to the current owner.

Seat Diaphragm Alternative

I was also contacted by mem-

ber Michael Davies who was attempting to replace the rubber diaphragms on his seats. The item in question seemed too small and therefore could not be stretched enough to clip on.

Anyway, here is that article from 10 years ago. I can't recall if I sent this in to Bern at the time, so unsure if it was ever in The Courier, but it's been long enough that it's worth running again if it were.

The front seats in the Herald were in desperate need of a refurb, particularly the passenger side (Pic 2) which had a couple of chunks of vinyl completely missing, and despite a new rubber diaphragm being fitted early last year the

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✓ Taxed
Tax due:
1 February 2021
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MOT
No results returned
[Incorrect MOT status?](#)

1.



base was very saggy.
The reason for the saggy base was evident, the



'new' diaphragm had ripped through the clips in several places (Pic 3), yet more poor quality repro' parts!

I remembered reading an article on the TSSC Devon website, this detailed an alternative method



using Pirelli webbing (Pic 4). Not wanting to spend another £25.00 on something that won't last I thought I'd give it a try. For less than one of the rubber diaphragms above, I bought enough webbing and clips to do both front seats.

As the cover of my original seats were ripped and beyond repair, and not wanting to pay for a new recovering kit, I bought 2 used seats from a seller in St. Austell via Ebay. The auction didn't mention the colour, but they looked black in the photos....who said the camera never lies? When they arrived, they were very blue! (Pic 5).

I wasn't too worried about this as the vinyl was in good shape, which was the most important thing, and I have sprayed seats before to change their colour with good results. I bought what was needed from Woolies Trim, a vinyl paint that pen-



etrates the surface, which should prevent the old colour wearing through.



First job was to strip the seat covers to see what shape the frame was in....not so good as the lower side rail was very bent, it also needed welding in a couple of areas (Pic 6).



10 minutes with a hammer & dolly, a further 5 minutes with the Mig welder & grinder and it was looking much better (Pic 7).



With new foam for the base held in with contact adhesive, the squab was still in good shape so it stayed on, I fitted the painted seat covers.

The end result was a vast improvement (Pic 8).



The black is a bit shiny, but I'm hoping that will dull a bit once the sun gets to it.

Actually the seats never did dull down and remained very shiny.

I didn't detail in this article how to fit the webbing, but it's pretty simple. You buy the webbing on a long roll (Pic 9) and enough clamps as you need (12 per seat). Cut to length, attach a clip at each end (Pic 10) and then attach to the seat frame as previously shown. This should easily outlast the poor quality reproduction items that are widely available.

See you next month.

Darren



PRACTICAL CLASSICS MARCH ISSUE ON SALE NOW!



In this issue, **John Simister** tells the story of the quirky classics where the designers ran free. Plus, **Matt George** takes his TR6 to a light show at Silverstone, then we unveil the resurrection of the only XK150 to ever go round a banger track, put the finishing touches to our Triumph SC engine build and explain how to prepare a classic for winter use.



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STAG

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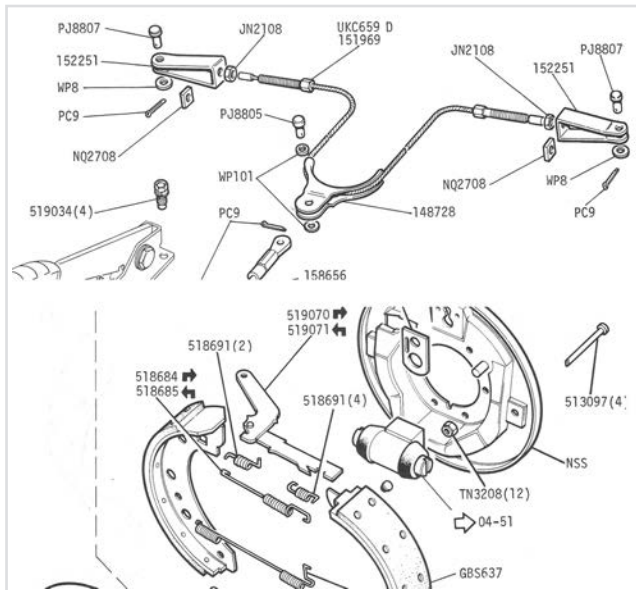
Busy doing (almost) nothing

Stag-wise it has been fairly uneventful over the last month or two, what with lockdowns, winter, Christmas et al.

Usually we are looking forward to shows starting in the next month or two and area meetings taking place, but that is so different as we move into 2021.

In between lockdowns when we were in Tier 4 (not much difference between the two really!) I managed to get the car outside in order to deal with the brakes. There were two main issues that needed to be dealt with. Firstly, there was a bit too much movement in the pedal before the brakes had an effect along with more clicks than usual needed on the hand-brake. Of course, this usually means one thing on the Stag and its large saloon brethren – the automatic adjusters on the rear brakes were not doing what it says on the tin. In fact they very rarely do. On my previous Stag I had very meticulously overhauled the entire braking system and fitted the new SOCTFL automatic adjusters, but it still didn't play ball.

The accepted method for dealing with this is to remove the clevis pin (**Pic 1 item PJ8807**) that connects the fork on the end of the handbrake cable to the operating lever on the back of the drum (**519070 or 519071**). Then push the lever in towards the drum so that the



Pic 1. Handbrake components

handbrake is in effect fully off. Then go round the other side and push that lever in (it is not necessary to disconnect this one but you can if you wish e.g. to check or lubricate the pin).

Then operate the foot brake two or three times which should persuade the adjusters to work. In my case it worked like a dream. The brakes now bite nearer the top of the pedal range and the handbrake (now reconnected of course) needs only 3 or 4 clicks to be fully on. If this doesn't work for you then it may be that the system needs an overhaul.

The second job was to replace the old brake fluid. This car uses DOT4 fluid and it was looking fairly dirty in the master cylinder. So I extracted as much of the old fluid as possible from the reservoirs and cleaned them before bleeding the system, with the help of fellow TSSC member and TR4 man Glenn Howard.

Glenn and I have helped each other out on many occasions and it's great to have a fellow Triumph nut living just around the corner. I had recently diagnosed his very rattly TR4 engine as being a rather worn rocker shaft and arms and showed him how to re-

place and adjust everything with new gear coming as an exchange item from the TR Shop.

The bleeding was done in the usual order starting with the longest line and working down to the shortest. In order, this is Rear Right, Rear Left, Front Left and finally Front Right. The traditional pedal pumping method was used successfully while keeping the reservoirs topped up. Note the small oddity that the front reservoir is for the rear brakes and the rear reservoir is for the fronts (unless some clever person has swapped the hydraulic connections round!). Again, luckily this went without a hitch. I will get around to doing the clutch hydraulics when the weather gets a bit warmer. There is the small matter of the PDWA (Pressure Differential Warning Activator) being operated first in one direction and then the other during the bleeding process. I don't know if mine moved or not as I don't think the warning light is working on the car, so that's something else that I need to check. I covered the method to reset this in my Courier article of December 2018 (when Martin Marrison was still the Register Secretary). However, I will cover it again when I have sorted my one out. It is possible that the unit is seized or that there is an electrical issue. Either way, I will report back.

Another small job that I did in the confines of the garage was to replace the candle-powered panel illumination with white LEDs bought from the Club shop. The result can be seen in Photo 2. The instruments are actually visible now.

The other work I have done is to fit LED bulbs in all the outside positions apart from the headlights, which will be done later, (See Notice on **"LED Headlight Bulb MOT Failure"** elsewhere in this Courier) or maybe not?

The flasher units had to be changed, of course, as traditional ones can't handle the much smaller currents. I chose to buy the units from Classic Car LEDs as they supply ones that make a clicking sound like the originals. Because they do this they also have to have an electrical earth connection, which is usually easy



Pic 2. Bright panel lights

to find locally on the car. With regard to the flasher unit that is usually mounted on the relay panel behind the parcel tray (on Mk1s anyway) I found it too far away to be heard clearly. So I extended the two wires plus an earth up to the cavity under the central speaker grille (unused on my car) and used double sided tape plus a length of duct tape for good measure to fix the unit to the top of the metal air tube. This acts as an excellent sounding board and I can hear the clicks very clearly now.

Wye Towing

I recently heard from **Roger Smith** with the following report, which I hope many of you will find interesting:

"I thought you might like a picture of my Stag towing our trailer tent."



Pic 3. Roger's Stag with trailer

"We managed to get a short break to Ross-on-Wye this August to trial our Cabanon tent which we purchased last year."

"The towbar kit was from Watling direct, as they

supplied it cheaper than the well-known supplier of Triumph accessories. It fitted easily using the instructions supplied.

"The Stag towed the 500Kg trailer unit fairly well, I noticed the slight lack of acceleration but managed even steep hills OK; braking was more of a "plan ahead" action due to the lack of (optional) brakes on the trailer, although I never got any real shocks on stopping.

"This was, of course with the 2 of us, a full complement of luggage in the boot, back seat, and full set of camping equipment on board the trailer.

"I had recently replaced the rear road springs with standard new ones and re bushed with standard rubber bushes all round the car.

"There were no overheating issues, but our Stag got fairly warm in traffic queues even with an electric fan and additional electric water pump.

"The tent was intended to go to Le Mans this year, but that's another story."

So, from Roger's home in Warwickshire that's a trip of about 80 miles each way, which is a good test of his Borg Warner-gearred car. The detailed story of Roger's Stag is in the July 2019 issue of The Courier.

In recent times it had been having misfiring issues but after we discussed the possibilities he was able to diagnose a defective ballast wire feeding the coil. It was this exchange that prompted my article on Stag ignition wiring in the October 2020 Courier. Roger fitted a discrete ballast resistor, bypassing the one in the loom, plus a new 6 volt coil. I will do this to mine soon when I have the parts. At the moment I am running with a 12 volt coil that I had on the shelf (as reported in December) as the setup on the car when I got it was definitely incorrect.

Top Triumph

Classic Car Weekly (30th December 2020) reported on a survey carried out on behalf of the Historic Endurance Rallying Organisation and Endurance Rallying Association aka HERO-ERA (what a catchy name!). It attempted to establish

the 25 most valuable classic cars by multiplying the number in existence by the average value of each model of car. There are several caveats as it seems to only include cars actually licensed for

THE UK'S MOST VALUABLE CLASSICS			
Model	Number of cars	Total value	Average value
PORSCHE 911	23,029	£910,819,314	£39,551
JAGUAR E-TYPE	4120	£370,800,000	£90,000
MINI (both generations)	56,650	£309,235,000	£5459
BMW 3-SERIES	52,025	£293,193,982	£5636
MGB	26,265	£236,385,000	£9000
ASTON MARTIN DB5	210	£147,000,000	£700,000
FORD ESCORT	42,906	£128,718,000	£3000
LAND ROVER DISCOVERY	42,756	£128,268,000	£3000
JAGUAR XJ SERIES	22,561	£112,805,000	£5000
BENTLEY CONTINENTAL	1905	£108,908,247	£57,170
JAGUAR XK8/XKR	7120	£101,825,013	£14,301
MERCEDES 300	11,140	£97,706,479	£8771
MERCEDES-BENZ SL	5070	£91,773,588	£18,100
LOTUS ELAN	3248	£89,320,000	£27,500
FERRARI 360	945	£75,600,000	£80,000
ASTON MARTIN DB6	264	£73,920,000	£280,000
RANGE ROVER	18,092	£72,368,000	£4000
ASTON MARTIN DB7	2519	£70,532,000	£28,000
VOLKSWAGEN GOLF	63,979	£70,376,900	£1100
BMW 5 SERIES	16,494	£66,872,645	£4054
TRIUMPH STAG	5876	£64,636,000	£11,000
MERCEDES C CLASS	16,027	£64,108,000	£4000
ALFA ROMEO SPIDER	3638	£58,208,000	£16,000
PEUGEOT 205	15,151	£56,058,700	£3700
PORSCHE 944	5962	£53,658,000	£9000

Pic 4. HERO-ERA Value table,

UK roads (5876 Stags, for example) and cars over 15 years old, but worth more than £15,000 for cars less than 20 years old. Got that? It also means that the top rated car, the 23,000 Porsche 911s, includes many generations over a production life starting in 1963 but with an average value of £39,500. The E-type Jaguar is second with only 4120 cars but each worth considerably more, averaging £90,000.

The Stag is the only Triumph listed, coming in at number 21 with the 5876 licensed cars averaging £11,000 apparently. That kind of makes sense but I've no idea how they worked it out. Even with a total value calculated at £64.6 million Stags are well down on the other leading contenders including the Mini (56,650 cars of both generations), BMW 3 series (52,000 cars) and the MGB of which there are apparently 26,265 examples.

It shows how valuable the classic car hobby is at a total of £12.6 billion. This is responsible for



Pic 5. CCW Stag Birthday spread

employing 113,000 people and an annual turnover of over £8 billion.

So we each do our small part and hopefully enjoy ourselves, when allowed to. In the meantime we can still support the industry – and our Club - and keep ourselves occupied by getting our cars up to near perfection, or nicely road-worthy at least.

Also in the same issue of CCW is another Stag 50th birthday article. Most of the magazines have produced something on 'our cars' in 2020 and this is the latest. It is actually a good article without any of the howlers that I've seen in others. It is entitled "10 things you didn't know about the Stag" which makes sense if you didn't know these 10 things, but most of us know most of them, I'm sure.

New to me though was the notion that Saab is to blame for the water pump position. Apparently when the slant engine was being developed by Triumph for their own use and Saab's,

the front-mounted pump that Triumph had planned would have been inaccessible in the Saab. The reason was that in the Saab application transaxle was driven from the front of the transversely mounted engine. So it would have been up against an inner wing. So top mounted it was and this carried over to the V8 as it was effectively two 4-pots combined.

I also hadn't realised that the car used in 'Diamonds are forever', RVC 435H, (you know, the one with the Herald gearbox and exhaust!!) appeared twice more. Christopher Lee drove it in "Dracula AD 1972" and it also appeared in "The Benny Hill Show" at some point.

Finally they test drove one of the original press cars, RVC 438H. Luckily they liked it but noted that it doesn't have sports car handling. Well, we all knew that anyway. If you want the nearest Triumph sports car you get a TR6.

So that's it for another Stag month and here's to us getting vaccinated someday soon.

Phil

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TR7-8

ALL MODELS

PAUL LEWIS tr7-8@tssc.org.uk

PRESS RELEASE

NEW TR7/8 HEADLAMP PANELS

This month I thought I would share some quite important news for TR7 owners, it wasn't that long ago when word was out that British Motor Heritage (BMH) had scrapped the TR7 press tools when a bulk order for TR7 front wings could not be fulfilled. Although nothing had ever been reported to the Triumph car clubs or dealers it is believed that the decision to sell the press tools for scrap was taken when the BMH Blackburn site was cleared out several years ago. On hearing this



It had taken more than two years to reach this point, but I can now announce that the project to remanufacture the TR7/8 headlamp panel (**WKC4077**) has now reached fruition.

The panels are manufactured by **Ex-Pressed Steel** and I have been asked to review the panels in detail prior to release. The first 5 panels have gone to **Robsport International** and will be available to purchase straight away, the remaining 5 panels are available through the **TR Drivers Club**.

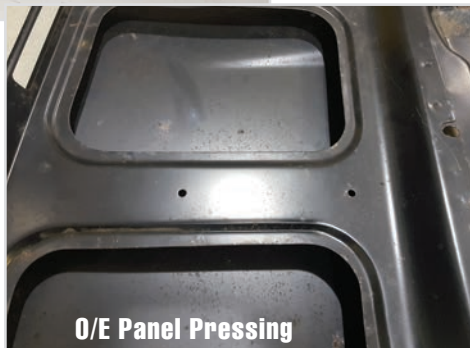
The panels themselves have been made extremely well and match the original panel very well. The main observations I have found is

that some of the holes to support the brake pipes and electrical harness are not present, this is also the case with the elongations at the side of the panel where it meets the



news, a collaboration of clubs came together to try and start a project for reproducing body panels and bridge the gap left by the lack of press tools.

The first panel to be attempted was the headlamp panel. The main drivers for trying to reproduce this panel was the **TR Drivers Club** and the **TR Spares Development Fund**.





New Panel Pressing

front wings. We fed this back to **Ex-Pressed Steel** and was told that they had been omitted as it was thought that the adjustments can be made on fitment by the body shop or owner.

We have therefore decided that a booklet



New Panel



O/E Panel - Holes & Supports



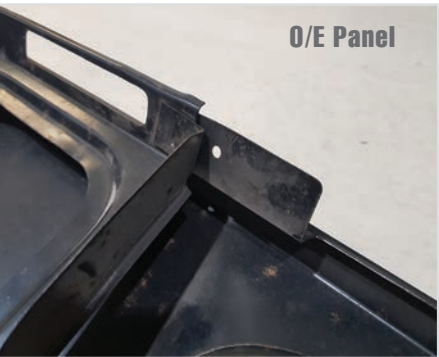
New Panel - Holes & Supports are missing - Templates will be Supplied

chase them, then further panels will be identified and made,

As part of the promotion for the new panel, we will be fitting one to a project car this year and hopefully will be able to show the quality of fitment at the restoration show in June.

Stay Safe

Paul

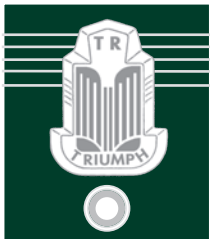


O/E Panel

containing templates of the location of all the holes will be made available as a download and this will also include the removal and fitting instructions taken from the TR7 repair manual.

If the project is a success and people pur





TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Whether 1 Rust Hole or 2...

After 5 months without use due to the Covid 19 lockdown I was very surprised to find that 2 areas of my TR had bubbled up with corrosion.

I didn't think that five months locked in a dry garage would have caused so much damage, but there was definitely no visible corrosion in this area (the top of the trailing edge of the O/S sill and the leading edge of the OS rear wing) before lockdown, but as I use the car all year around, it could be that road salt had accumulated in the join between the B post and the wing and the resultant rot had spread into the sill. Anyway, it had to go (the rot that is)!

As my usual approach to addressing faults on my TR is ignore them and hope that they fix themselves (eg. the clutch slave cylinder that started leaking at Classic Le Mans 2014, which cured itself after a few months of keeping the fluid level topped up that must have been caused by a slight flaw in the bore where the piston seal came to rest, curing itself as the friction plate worn with the result that the piston seal now comes to rest in a different and not



Result of 5 months of no use!

flawed part of the slave cylinder bore – who worked that out?) has never worked on corrosion I decided to attack the rust immediately and as it was during the first lockdown, what a good way to while away some time!

I carefully cut through the outer skins of the two sections with a cutting disc in my angle grinder



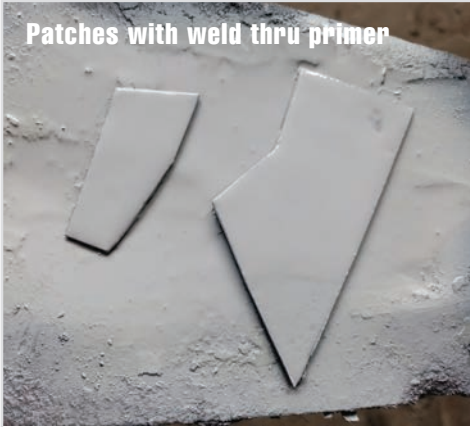
2 outer Skins cut through



Rust Converter applied

to find that the steel inside was solid although corroded. Three coats of rust converter later and I was ready to seam weld in some repair patches. These patches were cut to fit flush with the panels and the back of the patches were painted

Patches with weld thru primer



with weld thru primer.

The patches were then seam welded in place and the welds ground flush. As these areas had corroded from the rear it was important to en-

Patches Seam welded in place



sure that they were properly sealed so a skim of fibreglass filler was applied and sanded back with 80 grade paper. Seam sealer was used to ensure a water tight seal between the rear wing

Skimmed with Fibreglass



and the B post. Primer was then sprayed over the area to give me a better idea of the imperfections.

Seam Sealer was used



These imperfections were then filled with stopper and when this was dry the areas were again



Primer shows imperfections

sanded back using 320 grade paper. Another skim of stopper was applied and allowed to dry overnight.

Building Coats of BRG



The next day the stopper was sanded back using 600 grade paper and given 2 coats of primer. When dry, this was sanded back using 800 grade paper. Using my small spray gun, I gave the area

a dust coat of British Racing Green (couldn't find any UK Racing Green) then 8 further light coats



Plenty of paint for flatting and polishing

at 10minute intervals using a heat gun to help dry the paint to speed up the process.

After 48 hours the area was sanded back with 1200 grade paper then "polished" up with cutting compound. As the O/S of my TR is Triumph Fern Green (bonnet BRG, plenum chamber BRG,



Cavity Wax inserted

Windscreen frame BRG, N/S Jaguar Fern Green, rear deck and boot lid Jaguar Fern Green) the



My TR on GB Classics Lift

cutting compound helped to blend the BRG into the Fern Green. One day my car will be BRG all over, but I usually have to point out the different

shades of green when people comment on how nice my car looks, so I'm happy enough.

The inside of the repairs were then protected by spraying cavity wax into the sill via the door latch fittings on the B post and from the wheel arch where the rear wing connects to the B post.

So, for a total of 6 hours work my TR was once again solid and looking good.

**Whether 1 rust hole or 2,
some welding will do!**

Bern

Andy Luckhurst's TR4 Maladies continue as he takes the engine apart, over to you Andy in your own words.....

Strippedown

After raising the car onto four ramps so that I could access the underside whilst still being able to reach everything under the bonnet, the strip down began. This involved removing the rocker cover, dynamo, inlet manifold and carburettors. The exhaust was disconnected and the exhaust manifold removed. Out came the radiator, and I



6.

also removed the water pump housing. Picture

6 shows the cylinder head after the rocker cover, rockers and pushrods had been removed. You can see the milky oil, which as I was to discover, was lurking in all parts of the engine.

After removing the bolts from the sump, I was unable to persuade it to part company with the engine.

As it was late in the day, I left it, in the hope that gravity might help.

***I was right – the next day
the sump was on the floor!***

With everything out of the way, I was ready to remove the cylinder head. Interestingly the nuts

undid fairly easily – they did not appear to be at anywhere near the recommended torque setting of 105 feet pounds – could this be a factor?

The cylinder head eventually parted company with the rest of the engine, once I had removed all but one of the studs using the double-nut method (one stud refused to come out). There was no visible sign of damage or leakage from the head gasket. I put the cylinder head on the bench – I would return to it later.

Now I could see the pistons, and they looked new. That was a good sign. But one thing was noticeable – the liners appeared to be completely flush with the cylinder block. They should be slightly proud of the surface. The manual stipulates a clearance of .003 to .005 inches. This clearance

shifting. I would need to make a puller.

I bought some threaded bar and some suitable steel and made what I needed (see [Picture 7](#)). Once clamped tightly ([Picture 8](#)) and with some additional persuasion with the wood and hammer, the first liner yielded, covering me with



8. Puller in action



7. Puller Components

is critical as it allows effective bedding/sealing of the head gasket.

Next was the fiddly job of piston removal; fiddly because I had to work in such a restricted space underneath the car. Eventually I succeeded in removing the tab washers and bolts securing the connecting rod caps, and could push the pistons upwards and remove them.

I was finally at the point where the liners could be removed. I knew from my research that this might be difficult. The forums suggested various methods for removing them, so I started with a length of wood and a hammer. After breaking the wood, I realised that this technique would not be adequate and that the liners were not

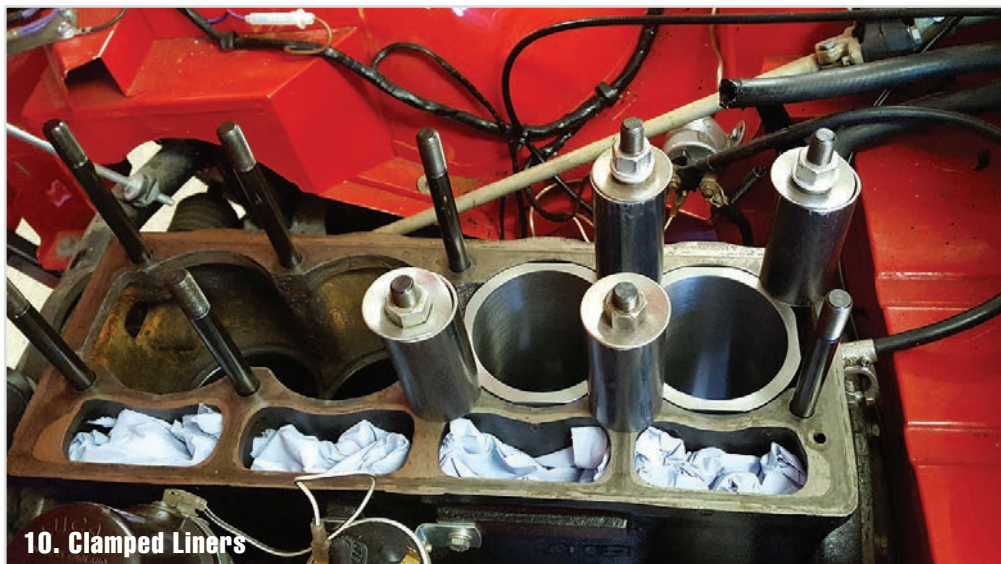
cold, rusty water! The others were loosened using the same method. However, I could only partly remove them. As the bottom of the liner reached the level of the underside of the block, it would not go higher. It was clear that I needed an additional method to push them higher as they were too tight to pull out from the top. I cut out a circular piece of 18mm plywood that was the same diameter as the bottom of the liner –

this could then be used along with the length of wood and the hammer to push the liners up further, as the circular wood section was able to follow the liner up through the block.

Finally, the strip down was complete, and I could assess what I needed to do next.

What greeted me when the liners had been removed was a significant amount of rusty, cruddy mess. With the evidence that I now had I was able to conclude the following

- Mine had been rebuilt with new 87 mm (plus 0.0040 inches oversize) pistons. The big-end journals looked unworn as did the big-end bearing shells. The latter were stamped to show that they were over-sized, which meant that the crankshaft had presumably been re-ground.



10. Clamped Liners

- There was no perceptible end-float on the crankshaft
- The bottom of the engine was therefore in good health
- On the downside, however, the liners had probably never been out of the car before, or certainly not for a very long time. Inside the liners, there was little wear and the "crosshatch" pattern indicated that they may have been honed or re-bored.
- Given the lack of liner protrusion above the block, could it be that the liners and block had been skimmed?

I now focussed on removing crud, and at last could also remove the Figure of Eight gaskets. It was now very clear what my problem had been – the gaskets had corroded severely with some sections missing altogether. One gasket had lighter coloured rust in one section. Its corresponding liner had a trickle of the same lighter rust colour running down the outside of its lower section. No wonder water had been present in the sump. At least I had only run the car briefly while it was in this state.

What now? With some further input from Bern, I decided to buy a new set of 87mm liners and matching pistons from his recommended supplier. I also ordered new studs and nuts for the cylinder head. I had finally managed to remove the remaining stuck head stud, with a lot of patience! It had taken several applications of WD40 over a period of over a week, followed by some

heat and some additional manipulation.

By now, we were in the Coronavirus lock-down phase. For me, this turned out to be good news. I ended up being furloughed from work. That gave me plenty of time to work on the car, and believe me I needed it!

Wet liners are good, when removed using WOOD

CAN ANYONE HELP?

Graham Ness recently contacted me with the following query –

Did I know anything about a TR4 registration 6179RW. Graham was clearing out some old motoring magazines and came across a report in a June 1963 edition of Autocar about touring the Bordeaux region of France. The article includes a couple of black and white photographs of a pale coloured TR4, but makes barely any references to the vehicle. It seems that the same car was used by Autocar in their Road Test series in December 1963 – which can be found on-line. 6179RW was presumably on a long-term loan to the magazine, but if it still exists and its owner would like Graham's copy of Autocar (for the cost of postage) please contact him.

So, if anyone reading this owns or knows the car let me know and I will put them in touch.

Thanks for that Graham.

WHETHER AN A OR A 4 A TR IS MORE!

Bern



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Bremen '17, Le Mans '65 and more!

As it's February, the month of Valentine's Day, we are pleased to share the love with two Triumph Spitfire Clubs outside the UK. This month, we bring you reports from 2 TSSC members, in Germany and Switzerland, focussing on their local Triumph clubs.

Normally, the main classic car show year in Europe kicks off about now, with the big Bremen show taking place each February. Sadly, this year the show has had to go "virtual", but our first report - from **Anton Schlenger-Evers in Germany** - will partly make up for this, as he writes to tell us of the very active "**Spitfire Club Deutschland**" and also of their involvement in the 2017 Bremen Show:

The Spitfire Club Germany was founded in 1980 after the closing of the Triumph factory to assure spare parts delivery and technical support to the remaining Spitfire drivers. The club was hosted in Hamburg, Northern Germany and the main part of members came from the northern part as well. Nowadays the club moved back to the Hamburg area and is, after a period of weakness, getting stronger with increasing numbers of members every year.

Our relations to the neighbouring countries like the



Netherlands, Denmark and Sweden gives us the opportunity to travel in groups around or visiting each other in yearly gatherings, but also presenting the Triumph Spitfires in exhibitions or vintage car meetings.

a booth, presenting the Triumph Spitfire and GT6 each year with a different booth theme.

One of the absolute highlights has been the booth in 2017, where we presented "the



Besides the normal club activities, we also have some main yearly events.

*For example: **Bremen Classic Motor Show in February.***

From the very beginning twenty years ago, the club is supporting this exhibition with

Racing Spitfires"

We had an ADU4B and a Macau Racer (both German Replicas) on the booth, and a typical Triumph- Competition race car. In the background, you see the LeMans starting scenes from 1965. The booth

was always crowded and we had to discuss and explain a lot.

The main highlight was the



visit of **Simo Lampinen**, who entered the ADU4B car (although it was a LHD) and told

about his racing team and his class victory in LeMans 1965. ([Pics here show Simo Lampinen back in an ADU4B and explaining the Triumph race in LeMans 1965](#))

As Simo is living in Hamburg, we have regular contact with him and we learned a lot about the Triumph racing and rally team during his time driving there.

And he handed over a great painting issued in a Finnish sports car magazine in 1965, showing Jochen Rindt's Ferrari and Simo Lampinen's Spitfire battling during the LeMans night. ([Pic at Bottom of Page](#))

This is only one of the events showing how we are supporting the Triumph Spitfire community nowadays, when spare parts and technical support is

not a problem anymore.

But being present in such exhibitions and shows introducing our activities, is attracting more and more also young people,

who nowadays are getting back from the digital world into the analog one, buying vinyl records or driving vintage cars

Our second report comes from **Philip Bellamy** in Switzerland. Philip wrote to tell us about his involvement with the **Swiss Spitfire Club**, which he has been a member of for many years, and of the two Triumphs in his household:



a lot of 52-years-ago stories about internals of the Triumph

The Swiss Spitfire Club caters for the Spitfire, GT6, Herald and the Vitesse in general and the TR Club for the larger engined



vehicles. We produce a club magazine a few times a year for the members, which has articles about the Club and naturally the meetings that we have.

The Club is divided into some 7 groups, that in the east of the country has some 45 members, of which only 24 own the vehicle, the others being "passengers".

The total number of owners in the Club is 70 and the total number of members is 124.

Five of the groups usually have monthly meetings in a local restaurant in their area. The east Swiss group has a monthly meeting in a restaurant in Winterthur, which is quite close to the village where I live, on the second Friday in the month. All these members help each other with keeping their vehicles in good order. Normally a vehicle has a road test every two years with the local authorities.

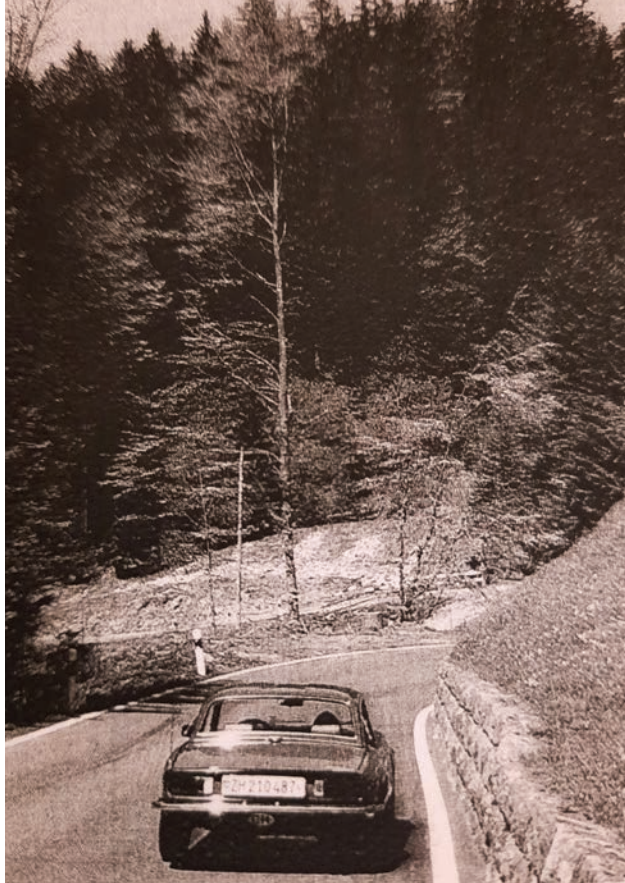
However if the vehicle is over about 30 years, it can be rated as a veteran so is tested every 7 years, provided it fulfils certain requirements, typically a limited number of Km each year.

I fitted extra LED lights to the front rather than turning all the lights to agree with Swiss laws.

However these lights are not allowed as a "veteran vehicle", so are removed for the actual test, then refitted later!!!!

I originally had two Morgan cars, a 4/4 and the one and only +8 MkII, which I have sold, a 1500 Spitfire was the third last Spitfire, which I bought for my wife, but she never drove same as she also had a Range Rover, similar to the one I owned then. Four wheel drive is essential where I live which is well over 200 ft so there can be a lot of snow and ice in winter.

The GT6 is from 1971, which I have, I bought second hand, so the first job was to remove all the met-



ric screws and nuts and put them in the junk box and replace them with the correct UNF and UNC fasteners. The vehicle was completely rebuilt and today is like new, however I also fitted overdrive for 3rd and 4th gears as well as servo brakes. Lastly I changed the 2 Strombergs for 2 SU6 carbs, which are much easier to adjust, as the Strombergs were fitted to the California cars, so that the owner could not adjust same easily.

The main problem with the Triumph cars here in Switzerland, was that they were made for California and were cheaper to import, than those for the European market, as there was virtually no under protection against the salt when it was snowing, hence they tended to rust very quickly. The Spitfire that I bought for my wife naturally had a new undercoating on purchasing same, hence it is in virtually new condition.

Thank you to Anton and to Philip for their reports, which we hope you've enjoyed as much as we have. We're always delighted to receive reports and pictures (or even just pictures!) of your Triumph - whether it is on the road, or still a project.

So if you have anything you might share with the Courier's International readership, please drop us a line soon at:

international-liaison@tssc.org.uk

Jess & John



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MUST also be used to OIL FRONT TRUNNIONS

The Joy of Variety

I want to start with a follow up from my piece last month

My concluding section of my article about the Hurricane mentioned Caburn Engineering, and its proprietor **Dave Hitchings**, the company that has had the production rights for the Hurricane since 1995. I said that the web site of the company was no longer accessible.

I'm very pleased to update this assertion; Dave Hitchings read the January Courier and has emailed me. He explains that the reason for his web site apparently not being available was all to do with the shenanigans of his hosting service. The upshot is that his website is available, just with a slightly different address to what it used to be.

Let me paste the last paragraph of Dave's message: ***"As for producing a new kit, this would be possible but the people who have been in touch recently have not been able to proceed because of the virus. This would probably cause us problems too with production, so we will have to wait to see how***

things progress. We can still talk to anyone interested in a Hurricane while we are all in tiers."

That's good news; it would be great to see a few more Hurricanes on the road. All the contact details you need for Dave can be found on his website, www.caburn.uk.

I've included a photo of Dave with his own Hurricane that I took at the South of England meet in May 2019.



Just before I move on from the January issue I notice that there was an ad in the classifieds for a Hurricane for sale, in Surrey. It's pretty clear that this is the same car I started my column with.

For the body of this month's specials' register column I have two cars to show you, two cars that are advertised for sale at the time of my writing. **The first is a Type 48.** Most of you will know the history of "our" Type 48 (those that have been reading my columns for a time), but here is a potted history:

Back in the day there was a bloke called Alan Hooper, he built his own car, based on a Triumph Spitfire and he called it the Type 48 Corsa Spyder. I saw Alan's first car, registered BRA808L, and had a short drive, at the South of England Meet in May 1991, and I thought it was brilliant - so, apparently, did many others after reading about it in the Courier. Partly due to the response he received from my article, Alan decided to make some copies of his



atop a space frame chassis with purpose-built suspension and serious Fiat twin cam power, not at all Triumph, but very Italian.

In 1998 production and marketing of the Spitfire-based car transferred to a very nice man called Rob Askeew, head of a company called D. G. Engineering. Rob had a go at finding customers for the Type 48, trading as Reed



car's body available, and so a new kit car was born.

The Type 48 Corsa Spyder is built on a lengthened Spitfire chassis, with looks loosely modelled on the 1948 Ferrari 166 Corsa Spyder, which is the car that inspired Ferrari's racing heritage by winning the Mille Miglia and many other competitions, including Formula 1, in the late 1940s.

Alan developed the range over following few years, culminating in the Type 48 Warrior, which shared the same body as the Spyder but this sat

Engineering, but didn't seem to have much luck.

In 2005 a new name entered the story; a company called Fiorano, based in Bromley, Kent, took over the production rights, set up a web site and started selling kits. The web site www.corsaspyder.com is still up today. Check out the site; you'll find a picture gallery of Type 48s, a bit on the history and some details of the kit.

Back to the car up for sale, 989GXR, by what seems to be a motorbike dealer in Surrey, here's the seller's description, on a well know auction web site:

"Ferrari Tipo 166 Replica. This car was built some years ago using a Fiorano Type 48 Corsa Spyder kit, based on a 1972, 1300 Triumph Spitfire. Lots of previous MOTs, has been well maintained, great fun to drive. Electric ignition.

A very usable tribute which will turn heads everywhere it goes. Possible part exchange nationwide delivery can be arranged. Based in Guildford, Surrey."

It looks like there were several bids for the car, though the reserve was not met. The highest bid recorded was apparently £13,600 – which seems a fair price to me, though I've only got the web photos to gauge its build quality. The DVLA site has it properly described as a Type 48 Spyder Corsa and shows it as being SORNed. The DVSA site has it as a Triumph Spitfire and as being MOT'd until 31st January 2021. An interesting little nugget from the car's MOT history: the mileage recorded at the first recorded MOT in 2007 was 41, the mileage at its most recent MOT, in 2019 (it is benefitting from a coronavirus extension) was 212 – that's an average annual mileage over 12 years of about 14. That's a shame, cars like this should surely be driven more than that.

The second car, RXG885G, is offered for sale by a car dealer in Chorley, Lancs. This is the headline of the ad:

and therefore benefits from Historic status with free road tax and MOT exempt. This car has all the great looks of the iconic MGTC but at a fraction of the cost. She drives beautifully and genuinely turns heads at every outing. The last owner kept the car for 22 years and the V5 denotes that it has only had 4 owners previously. Come and take a look, we think it will put a smile on your face. Last serviced on 01/09/2020 at 110,000 miles, no service history, good bodywork, red full leather interior. Good Condition, tyre condition excellent, Solid White, £6,995 p/x welcome."

Despite omission from the description, we can all recognise what this car is, a Gentry. And, of course, it does not look anything like a MGTC; it does look quite like an MGTF. From the dealer's photos this Gentry does look like quite a good example, but I would definitely visit Chorley and kick all five tyres very hard before I handed over the nearly £7,000 asking price.

On DVLA site the make of this car is Triumph, it's shown as having an 1147cc engine, it has a 1970 manufacture year and a first registration year 1980. I



£6,995 Triumph Herald 1.2 2dr BASED ON A TRIUMPH HERALD. The main body of the ad reads like a typical car dealer's blurb, I've only made a few punctuation corrections:

"We know exactly what you are thinking, how on earth can this be a Triumph Herald! This lovely old thing started out in life as a Triumph Herald but at some point was amended in kit form to its new life resembling a 1950s MGTC. A rare but beautiful car now over 40 years old



suppose this shows that the change from Herald 1200 to Gentry was completed in 1980 and DVLA was informed, with the original registration retained. Its last road tax ran out in May 2019.

On DVSA site this Gentry is described as a Triumph 1300. It last passed an MOT in October 2019, which demonstrates that the previous owner chose not to take advantage of MOT exemption. The dealer's blurb says the car is eligible for MOT exemption due to it being over 40 years old, this isn't quite correct – the rule for this car would be that it would not become eligible for MOT exemption until 30 years after the body conversion was made.

If the conversion from Herald to Gentry was indeed made in 1980, it would be eligible for MOT exemption anyway.



I note that the dealer quotes the car's mileage as 110,000. The recorded mileage at the 2019 MOT was 10,250; I wonder if the dealer has just assumed the car has been round the clock, so just added 100,000 to the odometer reading? I'm pretty sure he's got that wrong; the earliest MOT recorded on DVSA site is May 2008, when the recorded mileage was 9,861. I would guess that the builder of the Gentry in 1980 put in a speedometer reset to zero miles.

This is another car that has been driven very little in recent years, between 2008 and 2019 averaging just 35 miles per year. Contrast with me and my Moss Malvern – from completion of the conversion from a Herald 13/60 in 1984 to today I've averaged 1,900 miles per year. Admittedly the miles were weighted towards the early years, when it was effectively my daily driver, but even in recent years, despite owning four other cars, I clock up a few hundred Moss miles each year.

Just got to get out there...



Trevor



BOND EQUIPE

GUY SINGLETON bond@tssc.org.uk

Globetrotting Bonds

2021 - not sure it's much of an improvement on 2020 yet, let's hope that the vaccines are rolled out, and that they bring it under control so that we have a summer show season. Anyway no point in worrying about what one, - individually at least - cannot control.

Bob Buckby (Bond Owners Club Equipe Secretary) and I have heard from **David McBride** in Australia who has found, and



is considering buying, a 2+2. Somewhere in the back of my mind I think I had heard of a 2+2 there - it is probably the only one. Anyway the car looks to be restorable, so hopefully it will get bought and restored.

Good to be able to add it to the Register.

I have also recently heard from **Paul Grogan** who has, in conjunction with **Dave Miller** of the Bond Owners Club, found two copies of 'Bond Four News' which covered the 4 wheeled cars. Unfortunately it appears that only two editions were published before Bond changed the publication to 'Bond News' which included the Minicars.

Looking through the Jan/Feb 1968 edition, there is a letter from Fred M Ward about a 4s he had imported to St Helena in 1967, I certainly had not heard that there was an Equipe there, and as his letter kindly included the Serial Number 57/3115 -

48



ST. HELENA

If Napoleon had owned a BOND EQUIPE we think he would not have contrived to escape.

NOW read on

Dear Sirs,

I recently purchased a Bond Equipe G.T. 4S 1300. I received a hand book along with a book of Service Vouchers, the Guarantee Form and 'Customer Preparation Service' which should have been filled in and returned to you.

> > > > > >

The car referred to is Bond Equipe G.T. 4S. 1300. Year of manufacture, 1967.

> > > > > >

Thanking you for your most kind assistance relevant the above.

Yours faithfully,

Fred M. Ward.

or more correctly S7/3115 I checked my records and surprisingly it was a

car I had wait for it, not heard of. This means I have just added two previously unknown cars to the Equipe Register which is a good start to 2021! If anyone is going to St Helena please keep an eye out for it!

Mr Ward had written to Bond Cars Ltd to ask about how to get his car serviced under the Service Vouchers provided with the car. It turned out there was only one garage on the island, Solomon's Garage, and he and the garage owner, were hoping that the garage could obtain authority to act as a Dealer or Agent for Triumph/Bond Cars.

Mr Ward also explained how he had come by his Bond.

"St Helena is a very small island situated in the middle of the Atlantic. It is 48 square miles with a population of (approx.) 5,000 people, a half of that children under 16 years. [...] We have about six, all Heralds, brought here by the Diplomatic Wireless Service personnel and sold to local people at the expiration of their term. [...] I am the Social Welfare Officer for the island. This is a Government post. I needed a car in a hurry and though there was a selection of cars available I wanted a Bond and a Bond it would be. The Government ordered it through the Crown Agents and I took delivery of it on the 20th ult (I did check their typo not ours!). It was taken to Solomon's Garage for checking and I drove it home on the 21st."

Just before providing the details of the car – very usefully 52 years later allowing me to add it to the Register – he noted: "Apparently no-one has heard of a "Bond" and when I say "It is a Bond" people think it's a leg pull: so I tell them I have an ejector seat, machine gun, and even a parachute in case the brakes fail. No-one bothers to look twice at any other type or make of car, but no-one here has seen a car like that. Suffice to say I am a proud owner."

Whilst on the subject of foreign cars, I heard via Facebook from **Per Haden** in Sweden who



is restoring a 2 Litre Coupe which his father had bought new for his mother in 1968. It came off the road in 1979 and has only covered 36500 kms. This was one of a batch of 7 cars which were exported to Sweden at the time, I had indirectly heard of the car previously, due to it being one of the group of 7 cars. Great to hear from Per and hopefully he will soon have it up and running.

Finally, even vandals can respect a classic car. We came across an article written by **Jeroen Booij** (on Jan 1st 2016 – on the www.postwarclassics.com website) about parking his Equipe in Amsterdam on New Year's Eve around 2004/6. He parked it in the safest place he could think of – under a bridge – free parking and protected from any descending fireworks.

New Year's mayhem and a lucky Bond



On returning home he was very disheartened on entering the street where his car was to find a total mess. Someone had decided New Year's Eve was *"a splendid opportunity to smash all the glass of all the cars in that street. There were at least 10 cars with all the wind - rear and side screens smashed and several others with just a few. Firecrackers had been thrown in several for that little extra. The worst bit was that my beloved Bond appeared to have been parked in the centre of the action. A crew of the local television channel was standing right next to it, interviewing people about what had happened. With lead in my shoes I dragged myself to the car, thinking how on earth I'd be able to source new glass for this one. But the extraordinary thing was: it had remained completely untouched. [...] There was not even a scratch on the car. I'm still amazed I got out unharmed, but it's kind of heart-warming to think that even the lowlifes of this world seem to have some kind of care for an old little car."*

That completes a nice little roundup of foreign Equipes - maybe next month I will find something more UK based – an Equipe of course!

Guy



Mk 1/2/3 <http://cook1e.blogspot.co.uk/>
ANDY COOK gt6@tssc.org.uk

Triumph Dealership's Past

A GT6 owning mate of mine, Roy Lacey, recently posted on a GT6 facebook group that his GT6 MK1 was celebrating its 53rd birthday and mentioned that the car was originally sold by **Eastern Garages, Chelmsford** and that he has been trying to find out more about the dealership without success.

This was particularly interesting to me as I worked and then lived in Chelmsford (Essex) from 1976 until 1987 and therefore had some personal knowledge of the local Triumph/BL/Rover dealerships in the area but I had never heard of Eastern Garages.

In the time that I worked and lived in Chelmsford there were actually 3 dealerships there.

Mann Egerton's in New London Road
Lex's in Victoria Road South and Robjohns Road, Widford (and latterly of White Hart Lane, Springfield)

J Days in Main Road, Broomfield.
Widford, Springfield and Broomfield being Districts within the Chelmsford Borough.

I actually had personal car connections with all 3 dealerships:-

My first 2 Triumphs a '76 Dolomite 1850 (bought in 1982) and a '76 Spitfire 1500 (bought in 1984) had both been originally sold when new by **Mann Egerton** in New London Road



My '76 Dolomite 1850



Roy Lacey's MK1 which recently turned 53 years old.



My '76 Spitfire 1500



'92 Rover 414sli, purchased from J Day.

I had purchased a used '92 Rover 414 in 1994 from **J Day** in Main Road, Broomfield.



my '99 Rover 214s

I had purchased a new Rover 214 in 1999 from **Lex** in White Hart Lane



A gold privilege club card issued by Lex for discount on Spares and Services

as a new car customer, useful as BL still stocked some Triumph Spares so I did use it for GT6 parts discount a couple of times.

So started a piece of detective work trying to find out about Eastern Garages where Roy's car was originally sold. Fellow TSSC member and Vitesse owner **Steve Weblin** has done a lot of research into Triumph Dealerships and has an excellent Blog and face book page which are excellent references.

<https://vitessesteve.blogspot.com/>

and <https://www.facebook.com/Triumph-CarDealers/>

By coincidence Steve had recently researched Eastern Garages, Chelmsford and published a report on his blog which was very timely! So it was now possible to pull together the history and what happened to the dealership. It turns out that Eastern Garages were initially located in New London Road Chelmsford from 1955. They also had a location in Robjohns Road, Widford from 1961.

In 1955 J Day in Broomfield Road were Standard Dealers, I'm unsure of when they also became a Triumph Dealership but by the time I started working in Chelmsford in 1976 they were a BL Dealership.

In 1972, Mann Egerton took ownership of Eastern garages but continued to trade under the Eastern garages name with the showroom in New London Road. I'm assuming they also had the premises in Robjohns Road as a service and parts location.

In 1974 Eastern Garages ceased to exist and Mann Egerton traded under their own name.

In 1979 Lex Motor Company Opened a Showroom in Victoria Road South and had a presence in Robjohns Road for Servicing and Spares, which appears to have been shared with Mann Egertons.

Sometime in the Early 80s the Mann Egerton Showroom closed down and the remaining BL Dealerships were Lex Motor Company in Victoria Road and J Day in Main Road, Broomfield.

In the late 90s J Days closed down and Lex Motors opened a new Sales and Service complex in White Hart Lane and closed down their salesroom in new Victoria Road, later they also closed their Service and Parts centre in Robjohns Road and moved it to White Hart Lane in the early 00's.



Original Site in new London Road today, now a Kwikfit

The 2 original Eastern Garages building still exist. The showroom site in new London Road is



Original Site in Robjohns Road now a Ford Transit centre

The other original Eastern Garages site in Robjohns Road is now a Ford Transit Centre

have the data entered on their database for year manufactured for most Triumphs this misses out a larger proportion of the cars. However, if you change the search to by data registered this picks up all cars registered on the DVLA database. Therefore, if you view GT6s Taxed and SORNed by year registered on the "How Many Left" website I think that gives about the most accurate view.

Here is a link to the data by date of registration:-
https://www.howmanyleft.co.uk/vehicle/triumph_gt6#!firstreg

Here are the results broken down by year as of November 2020:-

So there are 987 GT6s taxed and on the road plus 765 on SORN, Total 1752.



Map of Chelmsford with Triumph/BL/Rover locations marked

How Many GT6s are left?

Back in 2016 I included an analysis of how many GT6s there are left in the UK. As that was 5 years ago, I thought it would be time to update this and also compare the data.

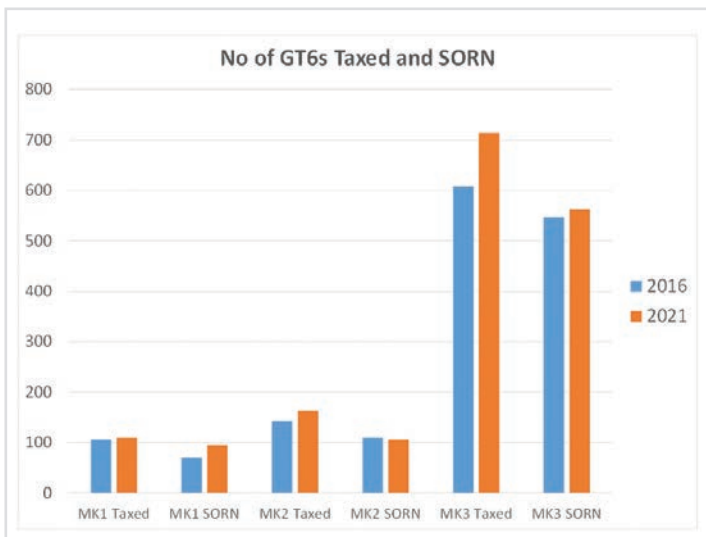
The "How Many Left" website pulls data from the DVLA, however, like all statistics it depends how you cut them. Back in 2016 I saw a GT6 MK1 advertised trying to make out there are only 11 left in the UK, where as I knew for certain that there are load more than that!

The "How Many Left" website defaults to data by year manufactured, however as DVLA don't

This compares with 889 taxed and on the road plus 765 on SORN, Total 1654 back in 2016 so there are 5.9% more GT6s around than there were 4 years ago. I guess those "Barn Finds" have been dragged out and are now being restored, having said that most of the additional ones were probably already on DVLA records so still registered but pre-SORN, i.e. already off the road when SORN came in!

A Few late registrations which are probably "Barn Finds" that were not previously on DVLA records or re-imported cars. There was even one such GT6 registered as late as 2019!

There are no details by MK1, 2 and 3 as such but knowing the manufacture date splits I've done a bit of estimation and rough numbers are



Graph 1. No of GT6s Taxed and SORN

as follows in my opinion:-

MK1s about 205 remaining of which around 110 are taxed. MK1s were manufactured between July 1966 and September 1968.

MK2s about 270 remaining of which about 163 are taxed. MK2s were manufactured between July 1968 and December 1970, note both MK1s and MK2s were on the production line simultaneously between July and September in 1968.

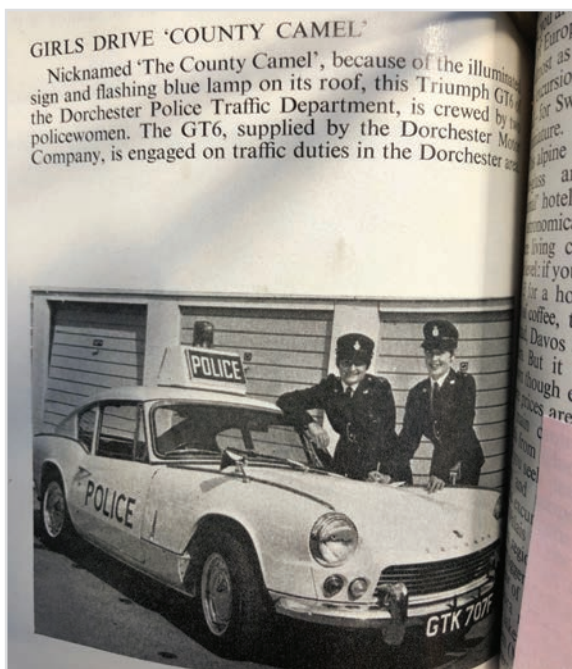
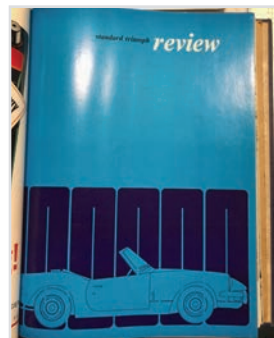
MK3s about 1277 remaining of which around 714 are taxed. MK3s were manufactured between October 1970 and December 1973, note both MK2s and MK3s were on the production line simultaneously between October and December 1970. These numbers are for UK (inc Northern Ireland) cars only. Plotting as a graph comparing number of GT6s left on 2016 to 2020 the biggest increase is in MK3s that are now taxed.

From The Archives

In The November Issue of the Courier I put out an appeal for information on the Dorset Police GT6s known affectionately as **"County Camels"** on behalf of German GT6 owner Ralf Wommer who was researching them as he is building an accurate scale model. I already knew of the MK2 Dorset Police GT6 JPR90G formerly owned by **Angie Hill** of Club HQ and Ralf had uncovered details of a MK3 Dorset Police GT6 VTK 223M.

TSSC Member **Mike Yorke** has now sent me through details of a third Dorset Police GT6 GTK707F, a MK1 and a picture of it featured in the Standard Triumph Review in April 1968.

Andy



Standard Triumph Review 1968 page featuring County Camel Mk1 GT6 GTK707F

Twenty Four years with 'Nel' – Part 1

I was hoping to bring you the final stage of the gear-box build this month but unfortunately due to one thing and another I've been unable to complete it. However luckily Roy has sent me a great article which I'd like to share.

It's such a detailed account of his/his sons Spitfire it's too many words to put in this month's Courier so I will have to split into two parts.

This means I have no excuses for not completing my rebuild article!

Twenty Four years with 'Nel' Part 1

'Nel' (named because of her registration) is a very late Spitfire 1500 that came into our lives when our son Ian bought her in 1997. After he passed his driving test we'd bought him an old 'trade' Nissan Micra to give him some personal transport. I'd originally planned to sell the Micra on when he went to university in London but it proved such a good car we held onto it. Come the Easter break he came back home and said 'I'd like to buy a classic sports car'. At this stage I ought to say that my wife and I own a 1966 Hillman Imp ('Suzy' – named after the Suzuki motorcycles I owned in my youth and – for many reasons – a very special car to Dawn & I) which I bought in 1969 and I'm currently an Imp Club ACO so



Suzy & Nel at home with Modern Honda & trailer tent

the idea of owning a classic car wasn't entirely alien to him!

Incidentally Suzy was the white Imp driven by Fuzz Townsend as the road test car in the recent Imp based episode of 'Car SOS'.

Ian had done his research about insurance costs, etc., so we looked into the options together. I did try to interest him in one of the Imp based sports cars – such as the Ginetta G15 or Clan Crusader – being a long term Imp owner I already had spares, tools, and knowledge that could be useful. However Ian had decided on a Triumph or MG. Knowing the problems of keeping an elderly monocoque on the road I encouraged him towards the Triumph option but the final choice was his.

Come the summer Ian was home again and we looked at a few cars together. One was advertised in the local paper – a 1981 registered Pageant Blue Spitfire 1500 fitted with a fiberglass hardtop that also came with a soft top, cockpit storm cover, and tonneau cover. It was obviously well used (90,000 plus miles on the clock) but had fairly recently been fitted with a Dolomite 1500 engine (essentially the same as the Spitfire 1500 engine except for the starter motor). All seemed promising and, after a brief test drive for me (Ian's Micra insurance wouldn't cover it) we made a fair offer which was accepted. A few days later 'Nel' was delivered, complete with all her accessories as well as an impressive written history covering recent years, and the money changed hands. Ian joined the TSSC, arranged his insur-



'Nel' with some of the South Wales TSSC

ance, and sold the trusty Micra whilst I had a proper look at the Spitfire. In general it was in fair condition but was in need of a bit of TLC. However the first thing that Ian wanted was to fit the soft top to make Nel a 'proper' sports car. Following that he took his mum out in Nel and, to be honest, terrified her (Dawn doesn't drive, had never been in an open top car before and, of course, 50mph in Nel felt more like 100mph to her while lorry wheels towered above her head at traffic lights!). Ian then decided to take Nel on a 200-odd mile trip to see some of his university friends. Personally I'd have preferred him to get a few more 'local' miles in Nel (plus a few appropriate 'carry in the car' spares) before heading off on that sort of trip but he obviously wanted to show the car off and had the confidence of youth (added to by the existence of breakdown & recovery cover) that it was going to be OK. I spent the next few days waiting for a phone call but Nel completed the trip without needing any attention – I was impressed and grateful.

A few days after his return I managed to persuade my wife

back into Nel with me driving (after promising not to go too fast). Off we go – and we're (reasonably) happily going along but, before we've got more than a mile or so from home, a police car pulled me over. One of the officers came up to the car and said 'No problem Sir, we just wanted to have a look at the car'. I was perfectly OK with this but it was the last straw for Dawn (the daughter of a policeman)

– once the police had gone on

their way she wanted to go straight home and never go anywhere else in Nel again. Summer continued and Ian enjoyed driving Nel. He couldn't sensibly take her back to university with him so she stayed in our garage with the Imp (Dawn & I call them the 'pampered pair' – they have a fan and dehumidifier to keep the garage air circulating and dry) and I took her out occasionally before em-



Engine bay with home made aluminium valences.

barking on a winter examination/maintenance/restoration programme. Amongst a lot of other things I renewed the hydraulics, brake calipers and discs, flexible fuel & brake pipes, all filters, did a fair bit of work on the electrics (including fitting a radio and making the overdrive work reliably), stripped and refurbished the cockpit interior and the seats (during which I found that the driver's seat relied on a few old magazines for support....!), did a top overhaul on the engine, fixed (or at least, hopefully, reduced) a few oil leaks, flushed the cooling system, renewed some hoses, made the heater work properly, took the hood off and got the (badly clouded) vinyl windows replaced, refurbished the hardtop (which I preferred for winter use) including putting in a noise reducing headlining, fitted some new tyres, a stainless steel silencer, and did a lot of de-rusting and repainting (although most of the paint-



Off-side boot liner with spare fluids, etc..

work that shows was in pretty good condition really).

One of the things I really enjoyed was being able to open that huge bonnet and comfortably sit on the front wheels whilst working on the engine. You can't do that on an Imp – however, on the downside, actually removing and replacing the engine and/or gearbox of the Spitfire is a dreadful job compared to doing it on an Imp. Nel's MOT was due and, after doing a few gentle miles to bed the new brake pads in and generally check things out, off we went to the test station. A pass with no advisories! I was absolutely elated but...on the way back home the engine note changed and Nel's engine didn't feel quite right. I stopped briefly in a layby but couldn't see anything wrong so carried on home rather gingerly. A few hundred yards from home the road behind me suddenly disappeared from view – hidden by a huge white cloud of steam from the exhaust – and there's very little power. It was obvious that the new head gasket had gone in a big way but fortunately the road home was flat

or downhill all the way and I managed to essentially coast there. As they say 'Pride goeth before a fall!!'.

Off with the cylinder head again – the gasket had blown between cylinders 2 & 3 but there didn't seem to be any damage apart from water in the oil and oil in the water (along with a substantial dent in my pride!). On ordering a new gasket I mentioned what had happened and was told 'ohh – we did have a bad batch of head gaskets but thought we'd caught all of them'. I was half annoyed and half delighted – it wasn't my fault after all! Cleaned everything up and re-assembled the car using a new gasket that I was assured

was a good one. Everything seemed fine and (touch wood) has been since.



Near-side boot liner with jack, etc,

As Jimmy Cricket (for those who remember him) would say 'there's more....' but I'm afraid you will have to wait until next month for Part 2.

A quick cry for help finding another 'lost' Spitfire. If you have any information on a Purple MkIV Spitfire, registration **DAC 619J** then please let me know and I'll pass the info onto John a member of the TSSC. It has not been known to DVLA since 1/7/07 and he thinks may now be in France!

Stay safe.

Steve

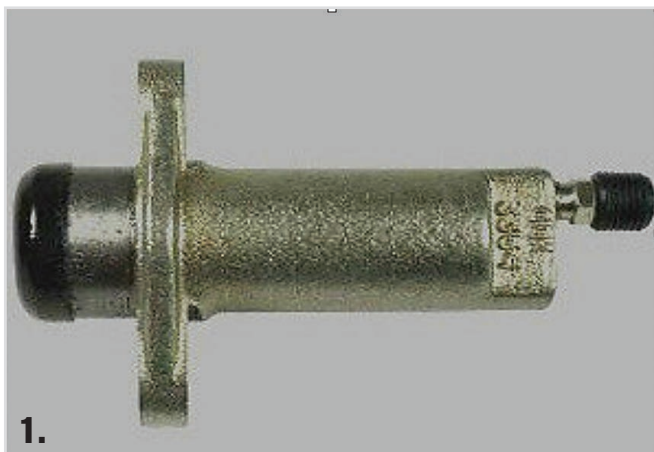
Slave Cylinders

Hello, I hope this edition of The Courier finds you and yours well, and coping as well as possible under the circumstances. If nothing else, I have heard from several people that they have read the Courier cover to cover!!

Well, its been a quiet year on the car front so far. The 2000 came back but still couldn't change gear as it did before it stopped completely in October. Its been at my local specialist for some time but has been uber busy, and as I haven't actually got any shows or anything other than shopping to use for it, so no rush. I drove it back in late December but still wasn't right. It appears two types of slave cylinder are available for the 2000 and 2500. With the 2000 cylinder from Chris Witor, (Pic 1) the specialist said it wasn't quite right, and was requiring a spacer to try and eventually it worked. I contacted Chris to see if any known issues and he kindly came back with ideas to check, which I sent to the specialist and they confirmed they had completed all the ideas.

So, to establish if there was just a strange one off, I checked with Rimmers and they had the two versions, so ordered the 2500 version (Pic 2), and a push rod, just in case.

The cylinder arrived the following day, but the push rod has



gone to back order

Currently the TR7 is up at the same specialist with rear brake issues, so that's being sorted first before the 2000 goes back. I'm new to TR7 maintenance so as I was on the phone to Rimmers, I had them send the brake cylinders at the same

time, as going for the cheapest options first!

Probably as many have, and if you are a regular reader of the Big Saloons section, you will have seen I like to find road tests that were conducted when new, and in comparison to what was available as a

screen shot of what motoring life was like at that time. This is a test drive of the Mk1 from 1963.

The Triumph 2000 was introduced to us during a well-staged Press day, during which I was able to travel in one of these handsome Michelotti-styled saloons from London to Faversham; taking it flat-out along M 2 and round Brands Hatch.

The new car was developed very quickly, in 2 and a half years, by building a considerable number of prototypes, so that each department could carry out development simultaneously, a method brought from Leyland by Stanley Markland, and which offsets by time saving the cost of having to scrap a larger number of components as development proceeds. In contrast, the Rover 2000 took some 5 1/2 years to get into production.

The new Triumph is aimed mainly at the middle-class professional market, and there are facilities to produce 30,000 a year. Priced at just over £1,000, it is a 4/5-seater saloon using well-tried components of existing models, the engine being a 6-cylinder version of the Vanguard, the gearbox TR4, the MacPherson strut-type front coil-spring suspension and coil-spring trailing-link i.r.s. designed for the car.

The car I tried was the eighth pre-production prototype. The interior decor is a rather horrid clash of polished walnut facia and plastic padding, and the two main dials are very deeply recessed and vaguely calibrated. This impression of fussiness is increased because the dash is not symmetrical at each end and the dials and switches, etc., occupy several depths. The indicator warning lights flank the blue full-beams light above the speedometer and dual-purpose dial, and the other warning-lamps cluster covers fuel, oil, choke-in-use and ignition. A L.H. stalk works the indicators and gives daylight lamps-flashing when its tip is depressed; overdrive, operating in 3rd and top gears, is selected by a R.H. stalk. Some drivers find this confusing and would prefer them transposed.

There is ample interior stowage in a deep, lockable, drop-lid cubby which has a rather unnecessary two-position lid-opening, and a pull-up interior vanity mirror—Triumph stylists obviously being conscious that the little-woman is a strong influence in the choice of a family car! If radio is eschewed there is another big, lockable, stowage-box in the centre of the console, and a Herald-like tray surrounds the floor gear-lever. The separate front seats have too little cushion support but the squab-angle is adjustable. There is room for three on the back seat if the centre arm-rest is folded, and foot-room under the front seats, but the Triumph 2000 is a compact rather than spacious car. The luggage-boot is deep rather than long; the covered-over spare wheel sits vertically therein.

Push-buttons, in sets of two each side of the steering wheel, look after lamps (side and headlamp buttons inter-

connected) and wipers and washers. There is a foot-dipper. Equipment includes roof-grips for the rear-seat passengers, arm-rests on the doors, child-proof locks on all doors, coat-hooks, lidded ash-trays and a horn actuated by depressing the boss or single-spoke of a rather high-set steering wheel.

The test car had an ill-contrived treadle accelerator which had a lot of free movement, so that smooth starts called for care. The gearbox became extremely hot and 2nd gear was almost impossible to engage until it cooled down, and the rubber-mounted rack-and-pinion steering had a great deal of sponge, was vague in action and heavy for parking. I gather that the low-gearing was resorted to in an endeavour to decrease heaviness at low speed while retaining a 31-ft. turning circle but it was generally disliked by those who tried it.

The engine is not quite so silky smooth as its six cylinders would suggest but gives speedometer readings of 50 m.p.h. in 2nd and 70 m.p.h. in 3rd gear. The reading can be put to over 90 in o/d. top along a motorway, falling back to 85 up slight gradients, but Triumph claim a M.I.R.A. lap-speed of 95-97 m.p.h. Borg-Warner automatic transmission is available but the first cars so fitted changed up far too early, even under kick-down, and a higher axle ratio; in the region of 3.7 or 3.8 to 1, will be used for production cars.

The gear-change was rather notchy on the test car but the brakes, disc on the front wheels, are excellent. After we had driven the car a Press Conference was held at the Mayfair Hotel, attended by Sir William Black, Chairman of the Leyland Motor Corporation, who announced the discontinuation of the famous name of Standard, in case foreign subjects thought he manufactured standardised vehicles, Mr. S. Markland,

O.B.E., who was responsible for developing the Triumph 2000, Mr. D. G. Stokes, who has to sell it, Mr. G. H. Turnbull and Mr. H. G. Webster, who engineered it.

Many criticisms were made by the journalists who attended the conference, so that Sir William later remarked that next time he would hold it after dinner, no doubt hoping that the Puligny Montrachet 1959 and Gevrey Chambertin 1955 would produce a more mellow atmosphere. One criticism concerned difficulty in engaging 1st gear. This is due to the synchromesh cones fouling and is the penalty you pay for listening to popular clamour and putting this gear-changing aid on all the forward ratios; Issigonis eschews synchromesh on bottom cog in all 4-speed B.M.C. cars for this very reason.

A good aspect of the Triumph 2000 is its i.r.s., which costs the customer only about £25 and undoubtedly improves the ride and the traction. It is interesting that SP tyres are an optional extra, the test car having Dunlop C41s, so presumably the suspension has not been "tuned" to any particular tyre construction. There are no greasing points and servicing is required

only at 6,000-mile intervals. The gears are fairly quiet, there is some exhaust resonance at low speed, but there is no back axle to tramp or deflect the tail of this Triumph. It corners well at speed, understeer controllable by a dab of throttle, but roll is that expected of a family saloon. The bonnet panel has to be propped open. Carburation is by twin Strombergs, as the Triumph engineers believe in constant vacuum carburettors. The car will, I gather, probably be entered for rallies, but not in its first season.

When I was researching some family history it led me to Liverpool. While researching, I came across a sad story. This picture is from an armed robbery of a jewellers shop in Blackpool. Usually, I have seen 2000s as Police cars, but in this particular occasion, as you can see, the Mk1 2000 was selected as the get away car.

Police Superintendent Gerald Richardson was tragically shot

and killed when tackling one of the robbers. He was the highest ranked



Police officer to be killed in line of duty since the 1800's.

I'd like to try and put some dates in the diary for events, but I'm not going to jinx it and mention much other than the **Inter Club Triumph weekend at the Three Counties showground in Malvern, Worcestershire. 13th -15th August. Just before that is the Silverstone classic 30th July – 1st August.**

I sincerely hope many more events return when/if the virus allows.

Take care,

Carl

ACCLAIM All MODELS

GRAHAM ROBERTSON acclaim@tssc.org.uk

Acclaim the Last 20 Years

Happy 2021 to all Acclaim fans. My apologies for the lack of Triumph Acclaim articles recently.

Mr Andy Ellis has kindly provided the article for this issue. Many of you will know Andy as a founding member of the Acclaim Appreciation group on Facebook.

Please note I am always looking for suitable content for the Acclaim Register. The more articles the merrier, so please get in touch with me if you have anything you'd like to share!

Over to Andy...

Graham

Triumph Acclaim - the last 20 years

With the New Year, I'm looking back on how Acclaim ownership has changed in the past 20 years.

I bought my first one in 2001. At the time we had a Ford Fiesta as a family car. Very practical but dull to drive and I



VPL 283Y – 1982 CD Trio – my first Acclaim

fancied something different for everyday use. I was restoring a Triumph 2000 Mk 1 at the time so a Triumph seemed logical. I'd had an Acclaim as a company car back in 1983 so I knew they were a nice drive and went to check out a light green 1982 CD Triomatic for sale locally. One family owner from new and just 32,000 on the clock.

By coincidence the owner also had a Triumph 2000!

Anyway, a deal was struck and the car was mine.

The interior was mint but the bodywork needed attention in the usual places: front arches, valance and bootlid. I picked up a couple of new wings for a song and was pleased to find that I could get a new bootlid from Unipart!



A947 TYW – 1984 HLS, owned by my cousin then a farmer friend.

The valance was more a challenge but I heard from another enthusiast who had a new one for sale.

Same chap was also disposing of a scruffy but solid gold HLS. My cousin had mentioned that he needed a cheap motor for his daily commute so I purchased both car and valance. The HLS passed MOT with just a few advisories and I passed it on to my cousin.

We'll hear more about this car in a little while.

The bodywork on the CD was attended to by the Acclaim friendly Parker Brothers (www.parkersofcroydon.co.uk) in Croydon and they did a fine piece of work.

Over the next 4 years I acquired three Acclaims from bereavement sales. All one owner cars with less than 30,000 on the clock and which had been sitting in garages for 6-12 months. In two cases the owners had bought their car when they retired which may have explained the low mileage. I paid between £100 and £150 for each one and they all started right away with the help of a booster pack. Two were completely rust free and the other had just had a smattering on the sill and arches.

I put them through MOT and sold them on – not at great profit, I was just pleased to see them back on the road.

Another car that came my way was a relatively rare grey 1984 'L' model. An engineer friend and I had this in mind to convert to electric! Not so far-fetched as the same chap has electrified a



A849 PGT - 1984 L, abandoned electrical conversion. You can glimpse my 2000 Mk 1 behind it.

Metro, Vauxhall Astra and Triumph Herald. The 'Electracclaim' sadly never came to be.

Concurrently I happened to be running a part-time classic spares business called A222 Trading. An Acclaim came to me for breaking and I was also offered parts by several former owners. The upstart was that for a few years I was the main Acclaim parts dealer in the UK – and very probably in the world!

Meanwhile, my cousin had finished with the gold HLS after driving it 5 days a week for a year without a problem and only lifting the bonnet to top up the washer bottle. At this point it had done around 60,000 miles. I gave it to a farmer friend who drove it for another 80,000 miles (once or twice with a sheep in the back!) during which time it needed nothing but routine maintenance and the occasional tyre. Despite my recommendations he didn't even change the cambelt!

I ran the CD for 4 years until we sold the family Fiesta. This caused a problem as my then-wife could not cope with the trio gearbox. As a result I sold the CD and picked up yet another one-owner bereavement car – a red 1984 HL manual, also rust free but with mild accidental damage. Paid £200, threw £400 at it and



A64 VGT – 1984 HL



A64 VGT – 1984 HL

motor had ripped it out of the bodywork.

They'd made a fairly neat repair deploying a unit from a Fiesta.

I kept the car (dubbed the Black Pig) for a year or so but finally sold it to a friend for £200. It came to a sad end. Somebody broke in one night and maliciously pushed it into the disabled bay behind which the car was parked.

It got towed, the council didn't believe my friend's story, he couldn't afford the pound fees to retrieve it and the car sadly went to the crusher.

In those days even the best cars were struggling to each £400 – and look at prices now! I'm not an owner any more, I don't even actually have a vehicle at all these days. I do, however, doff my hat to those of you who keep these wonderful cars going.

Andy

had an as-new car which had not even covered 25,000 miles.

Having disposed of the Fiesta, the HL unfortunately proved to be impractical as a load-lugger so I reluctantly sold it. Inspired by the Acclaim, however, I stayed with Honda and acquired a 1986 Civic estate as a replacement.

The HL was not to be my last Acclaim though, as Parker Brothers kindly gave me a scruffy black 1984 HLS which they'd been looking after for years and then accepted as a trade-in. Interestingly there was welding around one of the wipers. Apparently the shaft had seized (a not uncommon problem) and the torque of the



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Andrew Burford toledo@tssc.org.uk

New Year - New Start

Hi and welcome to the 2021 Small Saloon Register again.

Well First of all a belated Happy New Year, well hopefully it's starting to be as you read this.

So many things happened in 2020 it was difficult to run a business and keep up with all the ever changing regulations and even attend the very small number of shows.

I hope that in 2021 I shall be getting my cars out in the sun again and writing a few more articles, however on the positive side more interactions on social media helping members.

With the current crisis not sure how any magazines are continuing and doing photo shoots. Its time to do more maintenance on the cars and get those long overdue jobs done with the hope we have some shows this year even if we still of course have to wear a mask.

These cars are simple to work on but there is some things which perhaps get missed and well worth doing. Greasing on the bottom of the steering column and also some UJ's have a small grub screw which can be taken out and then replaced with a grease nipple.

A few strokes here with Castrol LM grease or similar is very worthwhile.

When did you last check and grease the front wheel bearings ? You can jack the car up get the cap off and check the play in the bearing at the same time...essential for tracking and tyre wear.

I've been looking at quite an increase of people asking for Sprints and comparing values to Fords. The low mileage Sandglow 1500HL also showed up again but don't think it sold this time.

If you have any stories and pictures of your cars let me know or if you think there is anything you want me to do an article on then shout.

So back in the Facebook world I'm seeing increasing more cars surfacing and values do continue to vary as always but I still think they have increased at the moment, its difficult to tell until we get to Spring.

Talking of which by the time you read this it will be the Triumph event at Telford very soon I guess.



Grease UJ's



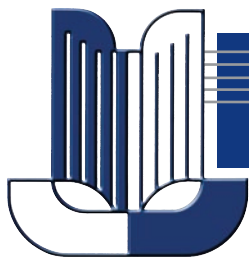
and the steering coupling

I have some more news in the next instalment.

Until next time, see you at the 2021 shows.

Safe Winter Motoring.

Andrew



Show & Tell

By Malcolm Huxtable

Trunnion Oiling

*One of our North Devon members **Malcolm Huxtable** has often come to our monthly club meetings and presented a "Show and Tell" feature.*

He has now documented these and sent them to me, and I thought you could serialise them in the Courier for the benefit of the wider TSSC membership?

Andy Luckhurst
North Devon AO

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Problem

Trunnions originally were the protrusions on the side of cannons that allowed the cannon to be supported and pivoted on the cannons supporting frame. However a trunnion bearing can also be found on car suspension and steering set ups. The front trunnions found on certain cars

such as Spitfire, Herald Vitesse or GT6 consist of a brass cylinder with an internal thread that screws onto a corresponding thread on the vertical link. The trunnion allows the vertical link to rotate so the car can be steered, it also allows the suspension to move up and down as the trunnion can rotate around its mounting bolt.

The problem with these trunnions is that you have a brass cylinder and a steel vertical link. If you don't ensure the trunnion is well lubricated you are going to end up with a worn and dangerous trunnion.

There is a long and drawn out argument as to which is best to lubricate your trunnions on your Triumph, grease or gearbox oil. Triumph specified SAE90 EP GL4 Gear Oil and not grease. Some other manufacturers do recommend grease in their design of trunnion, but if Triumph say oil then that's what I am going to put in.

The vertical link has a tapped hole that is used to enable lubricant to be injected into the trunnion. This tapped hole will take a grease nipple, this could be the reason that grease found its way into the trunnions over the years, **"it has a grease nipple so it must need grease"**. The tapped hole could also just have blanking plug in.

So assuming that you are going to follow Triumphs recommendation of Gear Oil in

your trunnions, how are you going to get it in there? You could use a grease gun. You would need a dedicated grease gun with no grease in it. The gear oil will also tend to leak as grease guns are designed for grease not oil. So you would need to have a dedicated gun that would need to be emptied after lubricating the trunnions. Gear oil is smelly and messy so the less you have to fill and empty your chosen tool the better.

Solution

The trunnions on the small chassis Triumphs don't actually need a large quantity of oil; somewhere around 10cc of oil will usually suffice. If you are going to use a grease gun you will probably waste more oil than you put in your trunnion. As it is also a messy and smelly job, you are also less likely to carry out regular lubrication of the trunnions. So we need a simple, low cost, non messy way of injecting oil into the trunnions, you need a 10ml syringe and a short length of 6mm outside diameter plastic PVC pipe.

Usage

1. This method may not work if trunnions have been previously greased rather than oiled. You may not get enough pressure to push the old grease out. If that is the case you may have to strip and clean the trunnions.

2. Remove the blanking plug/grease nipple from the vertical link. The thread size is 1/4" unf, this is why 6mm PVC pipe is a suitable size



3. Make sure that the 6mm plastic pipe will screw into the hole where the blanking plug or grease nipple was located

4. Remove the pipe from the hole and fit to the syringe



5. Pour a small amount of gear oil into a suitable container, I use the lid of the container.

6. Suck the oil up into the syringe



7. If you have air bubbles hold the syringe up and expel them and suck more oil in until you have around 10ml in the syringe

8. Hold the syringe up and try and get the oil to the end of the pipe with no air bubbles

9. Screw the pipe and full syringe back into the hole in the vertical link

10. Be prepared to catch expelled oil from the top of the trunnion with a suitable rag

11. Using gentle pressure, you don't want to force the pipe off the end of the syringe, inject the oil onto the hole



12. Continue until you see fresh oil coming out of the top of the trunnion if you need to refill the syringe try not to get any air bubbles in the trunnion

13. Clear up any spilt oil, remove the syringe and pipe and replace the blanking plug or grease nipple back in the vertical link

14. Put any unused oil back into the container

Where can I get them?

The 6mm plastic pipe is the sort that can be used for windscreens washers or for air-lines in fish tanks. So if you don't have any you should be able to get some from a pet shop or from eBay.

It will probably be listed as 4/6mm PVC pipe. Don't use silicon pipe I suspect it will be too soft.

There are a few different types of syringes available and you may be able to buy some at your local chemist. As you don't want ones with needles attached they should be able to sell you some. Alternatively you can get them from eBay.

As for which type you require for a start you want a 10ml syringe. You then need to worry about the type of tip. There are ones that are designed to be screwed on to pipes, these may be called Luer lock syringes.

The Luer Lock syringes may work but you are probably better off with plain tips. It is also nice if they say they are

reusable. Whilst some don't mind being reused, if they state they are reusable you shouldn't have an issue reloading them with oil. I found on eBay ten 10ml reusable hydroponics syringes for £3.23 inc P&P.

The picture below shows two



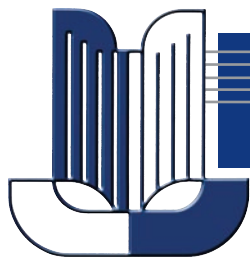
10ml syringes and a short length of 6mm PVC pipe.

The upper one has a plain tip and the lower one has a Luer Lock tip

Conclusion

Oiling the trunnions this way truly is a five minute job once you know what you are doing. It can be done with the wheels still attached and the car sat on the ground but can be a little easier if the wheels are off.

- No filling and emptying of grease guns with oil
- No wasted oil
- Items required are cheap and easily obtained
- Simple and quick therefore you are more likely to do it



Herald Police Cars

Chris Longhurst

Monmouthshire Police Heralds



1.

In September 1966 six Triumph Heralds in what was to be known as 'Panda Car' livery were delivered to the police in Cwmbran (part of the Pontypool Division of the Monmouthshire Police force). The cars had Coventry registrations **GKV 17D to GKV 21D and GKV 23D** and were photographed on delivery direct from the Coventry Factory (Photos 1 & 8). The cars seemed to have led



3.



2.

a busy life as evidenced by the rust on the rear NS valance in [Photo 2](#) and also used for promotional purposes ([Photo 3](#)).

Way back in 1998 Lledo Vanguards released a box set (VA5009) of a 1/43rd scale 'Monmouthshire' Herald ([Photo 4](#)) with a police

Hillman Imp. The blue on the car was rather bright, the roof box somewhat oversize and it did not have any of the correct registration numbers.



4.

In the early 2000's Les and June Wrigton's 1963 Renoir Blue Herald 1200 Saloon (CFH 217B) was looking rather 'tired' so they decided to have SW Classics 'restore' it in Monmouthshire livery ([Photo](#)



5.

5) albeit without the white rubber bumpers. This car was featured in Triumph World #57 2004 (pp 18 – 21). This car was often seen at events fitted with GKV 17D show-plates.



6.

In 2016 the PremiumX company released a 1/43rd model of a 'British Police' car (Premium PRD323) which used the Wrigton's registration (CFH 217B) but was painted in a rather vivid shade of blue; it also lacked the white rubber bumpers of the original ([Photo 6](#)).

To bring the story up to date in 2018 Corgi Vanguards (Lledo by then had been purchased by Corgi) released a pretty realistic



7.

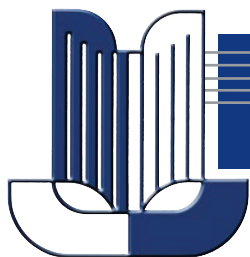
model of GKV 17D in Wedgewood Blue with a black interior (Vanguards VA00518 – [Photo 7](#)) and with a roof box in a more realistic size in the 1/43rd scale.

With thanks to **David Moses and Laurie Oliver of the Gwent Police Pensioners Association** for permission to use their photos which have been scanned from original glass negatives and to **David Lynn** for additional information.

Chris Longhurst



8.



Readers Write

e-mail: courier@tssc.org.uk



Heater Valve Replacement

The heater valve sprung a leak so I attempted to remove it and that resulted in it snapping off.

A friend of mine who works as a mechanic for JCB, suggested I remove the banjo bolt. In desperation, I headed to the TSSC forum. I was given loads of varying advice, such as don't touch the banjo bolt, drill out the offending piece to apply heat.

As the thread tapered, it could not be extracted.

One piece of advice I took was to slowly hacksaw the aluminium, being careful not to damage the threads.

Tony, my husband, hack sawed down to the threads. He's got more patience than me!

After four pieces had been removed, using my tweezers and my vacuum cleaner, which had to be emptied, we were happy that there was no more crud in the manifold.



He then used PTFE tape and wound the new heater valve in. Job done!

As an aside and a small interlude for the Courier, here is



something I bought at Silverstone '20. Cost me £35. I am leaving it in its box, shame its for the US market but still good to look at.

Maria Bullen
88/21647
(GT6 MKII)



Number Plates - DVLA Rule Changes

We have today received information directly from DVLA concerning information on black and silver number plates which will take effect from 1 January 2021

From FBHVC

The DVLA has kindly requested we share this information with you....

This note is to tell you about important changes being introduced on **1 January 2021** that affect the ability of vehicles registered in the historic tax class to display the old style pre-1973 black and silver number plates.

Following the change in definition of a historic vehicle for vehicle tax exemption purposes in 2015, an issue was identified in the regulatory requirements for the valid display of a black and silver number plate. This resulted in an unintended consequence where any vehicle over 40 years old and registered in the historic tax class would be permitted to display an old style black and silver number plate.

This was despite the law previously requiring all vehicles first registered after 1 January 1973 to only display the yellow and white number plates with black characters.

As this was never the intention, we have sought to rectify this through a legal correction which will shortly be implemented.

The change seeks to prevent any vehicle constructed

AFTER 1 January 1980 from the ability to display the black and silver number plate despite being recorded in the DVLA's historic tax class.

Those vehicles with a construction date **PRIOR to 1 January 1980 will continue to be able to legally display black and silver number plates** to avoid any undue costs of Number Plate replacement.

Members may also wish to note that from 1 January it will no longer be permissible to fix a new number plate displaying a Euro symbol. Number plates already fixed to vehicles are unaffected. We will also be introducing a new British Standard for number plates produced from 1 September 2021 which will mean all current style number plates that are first fixed to a vehicle from that date must meet the technical requirements contained in that standard.

Forwarded by
Chris & Jane Smart
TSSC Northants Area



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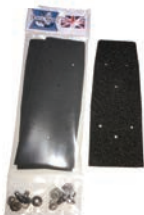
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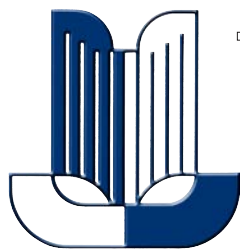


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VITESSE FINISHER ROOF HEADER BLACK. I am looking for a finisher roof header black which has chrome ends in good condition Rimmer part number was 609602 but sadly no longer available. **M. Macey. (London)** 07983 524855.

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GT6 MK3 BONNET, WINGS & FRONT VALENCE. Mk3 front end bought accidentally (advertised as a Mk1). Centre bonnet panel in reasonable condition, wings and others fairly poor. Will need full refurb, but all there including the inner wings and tubular mechanism. Cost me over £200 previously, but no good for my Mk1 project. £100 **Ben McMinn (Warnham RH12) 07771 666983**

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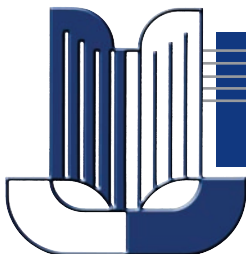
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Triumph Sports Six Club

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

HERALD 948/1200/1250

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

HERALD 13/60

Darren Groves, Moorside Cottage, Ashwater, Beaworthy, Devon. EX21 5DD
Tel: 07806 351499 e-mail: herald1360@tssc.org.uk

SPITFIRE Mk I/II/III

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

SPITFIRE Mk IV/1500

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

VITESSE 1600/ Mk I/II

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

GT6 MkI/II/III

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

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TR 4/4A/5/250/6

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

TR7/TR8

Paul Lewis, 14 Northbourne Drive, Nuneaton, Warks. CV11 4GA.
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Tel: 020 8302 0059 e-mail: stag@tssc.org.uk

TSSC TRIUMPH ARCHIVE

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AMPHICAR

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

INTERNATIONAL LIAISON SECRETARIES

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

YOUNG MEMBERS CO-ORDINATOR

Alyson Anderson, 48 Main Street, Carnwarth, South Lanarkshire, ML11 8JZ.
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TRIUMPH WEEKEND 2020

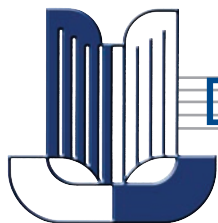
Nigel Hill, 32 Hollyhill Road, Selston, Notts. NG16 6EF. Tel: 07976 163006
e-mail: nigel.hill@hotmail.co.uk. TSSC HQ: e-mail: info@tssc.org.uk

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February 2021

AREA
NEWS

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TRIUMPH WEEKEND

2021 - Malvern

13 - 15 AUGUST

THREE COUNTIES SHOWGROUND, MALVERN,
WORCESTERSHIRE, WR13 6NW

2022 - Stafford

19 - 21 AUGUST

STAFFORDSHIRE COUNTY SHOWGROUND, STAFFORD
ST18 0BD



AREA DIRECTORY

AREA MEETINGS Check with AO!

SCOTTISH AREAS

SCOT CENTRAL	Dave Fray: 07557 659311 Harvester, Springfield Quay - GLASGOW. G52 4DR.	1ST THURS. 7.30PM
SCOT N. EAST	Danny Stroud: 07823 539047 Various - see report in Area news	LAST THURS. EVES.

NORTHERN AREAS

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

MIDLAND AREAS

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

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

MIDLAND AREAS Contd.

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

EASTERN AREAS

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

SOUTH EASTERN AREAS

EAST BERKS	Doug Brown: 01189 321390 <i>The Shire Horse</i> - Nr MAIDENHEAD on A4 - SL6 3QA	2ND TUES. 8PM.
SOUTH BUCKS	Daniel James: 07818 052276 <i>The Harte & Magpies</i> - Coleshill, AMERSHAM BUCKS. HP7 0LU	3RD WED. 8PM.
CANTERBURY	Anne Mullender: 07845 916665 <i>The Red Lion</i> , Badlesmere, FAVERSHAM, ME13 0NX	1ST THURS. 7PM.
GATWICK	Tony Locker-Lampson: 07775 564427 <i>The Red Lion</i> , Lion Lane, Turners Hill, Nr CRAWLEY, RH10 4NU	2ND TUES. 8PM.
HANTS & BERKS	Alan Fulbrook: 07795 096394 <i>The Crooked Billet</i> - (A30) HOOK. RG27 9EH	1ST TUES. 8PM.
HERTS & BEDS	Peter Lewis: 01582 750943 <i>The Raven</i> - HEXTON, HITCHIN SG5 3JB	4TH MON. 8PM
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672 Various - See report in Area News	CALL FOR DETAILS
WEST KENT	Colin Robertson: 07810 102525 <i>The Woodman</i> - Goathurst Common - IDE HILL - TN14 6BU <i>The Castle Inn</i> - Main Road - BODIAM -TN32 5UB	LAST TUES 7.30PM LAST WED AT 7.30.
NEWBURY	Dave Rumens: 01635 868640 <i>The Travellers Friend</i> - Crookham Common, THATCHAM. RG19 8EA <i>The Downgate</i> - Down View, Park St. HUNGERFORD. RG17 0ED	2ND WED. 7.30PM 4th Wed. 7.30pm
SOUTHERN	Mike Goolding: 01252 722432 <i>The Seven Stars</i> - STROUD GU32 3PG	1ST TUES. 7.30 PM.
SURREY	Clifford Darby: 07853 793341 <i>Wellhouse Inn</i> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
EAST SUSSEX	Ian Gordon: 01273 813691 <i>The Halfway House</i> - Rose Hill, ISFIELD SUSSEX. TN22 5UG.	1ST WEDS. 8PM.
WEST SUSSEX	Nigel Ayre: 01403253034. <i>George & Dragon</i> - Dragons Green - HORSHAM RH13 8GE	3RD WEDS 7.30 PM.
THAMES	Mickey Hazell: 07773 623807 <i>Fairmile Inn</i> - Portsmouth Rd - COBHAM. KT11 1BW. <i>George Inn</i> - 29 Windsor Road, - WRAYSbury. TW19 5DE	1ST THURS. 8PM 3RD THURS. 8PM

SOUTH WESTERN AREAS

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

WELSH AREAS

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

NORTHERN IRELAND

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

COUNTRY	CONTACT NAME	CONTACT DETAILS
AUSTRALIA (Queensland)	Richard Graveur	randagraveur@gmail.com
AUSTRALIA (Victoria)	Richard Stewart	rlslaw@bigpond.net.au
BELGIUM	Stefan Vandendijk	stefan.vandendijk@telenet.be
DENMARK	Morten & Lillian Hildebrand	hildebrandrandi@gmail.com
FRANCE (Poitou Charentes)	Victor Thompson	vcandvh@gmail.com
FRANCE (Central)	Ray Lomax	lomaxcreuse@gmail.com
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SWEDEN	Odd Hedberg	odd@triumphclub.se
SWITZERLAND	Robin La Barre	robin.Labarre@Bluewin.ch
SWITZERLAND	Philip Bellamy	0041 79 347 1221
UNITED STATES	Ben Blaney	benblaney@gmail.com



Area Liaison Officers Report

Andover - Avon

Triumph Sports Six Area Liaison Officers

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

We would like to welcome new Area Organiser Dave Fray of the Central Scotland area. We have a few area Organisers asking us if we could look at areas in those areas who have quite a wide range of members to consider setting up other areas. Such as North and South Staffs area or any other large areas who would benefit this being sorted. We are always looking in ways of creating more areas. What you need to remember guys you know your areas and if you need help or extra support you can tell us and we will do our utmost to make it happen. It doesn't happen over night as we have full time jobs but anyone if they have spare hours can help us look at areas and also look at making events interesting for all our members, new ideas are always welcomed.

We know with the current climate we can't go out as a group and have our usual meet ups with friends we all must stay safe. Let's hope soon we can begin going to shows again.

Fingers crossed we have our **International Triumph Weekend at Malvern** with our friends at the TR register in the month ending July beginning of August. It will be a great weekend and we are already looking forward to 2022 at Stafford showground for another great international.

We do like to hear suggestions how we can make our events good, interesting and fun for all involved. Drops us an email to the above address would be great to hear from you.

Both myself and Nigel would like to say a big huge thank you for all your kind wishes of congratulations on our engagement.... finally he got round to asking me!

Stay Safe.



Nigel & Di.

Andover

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

Tel. 01672 514241

And so to the Area News - or rather - no news.

We really hope that everyone is staying home safely as much as possible, and will get the vaccine when it is available for them and that sometime later this year we can start meeting up again, feeling somewhat safer than most of us have over this last year.

During this very cold period nothing much is happening with the cars, although we do currently have a new toy in the back garden - a digger - ready to do the groundwork for the new extension.



Guy & Suzie

Avon

e-mail: daverover@hotmail.com

Tel. 07860 878058

Hi folks. The strange festive season is over and we are into, what we are hoping, will be the year things eventually get back to normal.

I hope that you and your loved ones have kept well, I am sure that, like me, you probably feel desperate for some social interaction, a drive, a drink and a chat!

One of our members, Dave Stroud, known to many of you, has just completed an Electric Power Steering conversion on his Triumph Vitesse, with help and advice from another member, Steve, who did this same conversion a number of years ago.

Dave plans to submit an article for the magazine in due course but has given me his initial jottings to share here.

From Dave - For over a year now, due to Os-



Avon - Cheshire

Avon Continues

teoarthritis in my hands, I have found that driving my Vitesse has become more difficult when I have to park or pull out from a kerb. Many of you may be familiar with how heavy Vitesse steering is at parking speeds.

So, to make life a little easier, I decide to fit electric power steering (EPS). As one of the members of our group, Steve Ford, had already done this conversion about 6 years ago, there was plenty of advice available. The unit Steve chose was from a "Corsa C" which fits well under the dashboard, so I chose the same unit.

After stripping out the original steering column I fixed the EPS unit in line with the original position. I then had to reconfiguring the steering column so that it married up with the EPS unit which has a universal coupling on the output shaft.

This coupling would take any account of any misalignment with the modified steering column shaft.

Once all of this was completed, I fitted a be-spoke control unit, readily available from the Internet, that controls the feed to the EPS as well as allowing you to vary the amount of assistance. This control unit came with very clear fitting instructions, which was good as I am wary of complex electrics! All went well with the wiring and when I switched on the ignition I found that I had full control of the steering. Now, after reassembly of the interior around the column I just need to road test and set the variable resistor for my optimum steering assistance.

I am interested to know if other members have done a similar modification and on what Triumph models, especially if you have converted a 2000/2500 saloon.

We look forward to the full article sometime soon with pictures

Dave

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

Cheshire

e-mail: cheshire@tssc.org.uk

www.tssc.org.uk

Tel. 07779 878125

Little has happened here at the Cast Iron World Branch Office, but there is progress at Head Office. The gap there between house and house next door has been filled with a 'car port', with insulated roof, and up and over doors at each end. All that remains is to fill the 3 feet deep hole between the end of the car port and the garage, so that the Peugeot garden ornament can be removed from the garage, giving enough room to change the engine and gearbox in the GT6. I suppose the garden ornament could just be pushed out of the garage at speed into the hole, but there may be some difficulty getting it out of the hole later on.

Steve has been making slow but positive progress on his GT6. The seats are being recovered for a second time (my one effort at this sort of thing put me off for ever), the headliner needs adjustment to accommodate the hanger rails, and the leaking carbs have been cured with the correct gaskets. The Herald Estate in Crewe has its back seat and luggage floor bits sorted, and the result looks very nice indeed. The emporium in Stockport mentioned a couple of Couriers back has supplied 5 litres of top coat and 3 aerosol cans, all mixed to the same colour as the previous paint.

The aerosols have been used on the back wheel arches (inside) and these look nice too. Apparently this car was acquired some 18 years ago, so this is one of our slightly longer restorations.

During our (Zoom) meeting, I admitted that the model railway here at the Branch Office had received some attention recently, which triggered some O gauge engines to be shown via Zoom (they all seemed just to hand!). One of these was actually steam powered, heated by a meths burner under the water tank. Yes, really.

There was also discussion about refitting windows (which sealant, what string, how large a swear box, how agile the assistant), and then moved on to door fettling, in particular repair



Cumbria

panels, which brought us on to Spotty the Welder, who is still (to the best of my knowledge) rather poorly.

Last month I mentioned some event dates – please see the event list under Cheshire Area on the TSSC web site. In the last few days the Tatton Organisers have indicated that applications are now invited. As the shows are outside and in June and August, there is a reasonable chance of them going ahead. The Triumph and MG Spares day has moved from Stoneleigh to Telford, and they started with a date of 7 February. As this one is largely indoors, that was a non-starter. The date has now been revised to 18 April, which (in my opinion) is still too early for an indoor show. We shall see.

Stay Safe.

Our next meeting is on Thursday 4th February, via Zoom.

Henry

Cumbria

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

Tel. 01229 316501

As I write this Cumbria has jumped from tier two to four and any thoughts of meeting up before Easter have probably gone. Many of us are in the vulnerable age group and until we get the vaccine, which hopefully will be end of this month, we will have to stay safe.

Once we are given the vaccine, from what I understand, there is a two to third week period before it becomes effective and rids us of catching this Covid thing.

We only had the two meetings during 2020. They were at Wastwater and the Lakeland car museum. The one at Wastwater was on a beautiful sunny day with a lot of traffic as everyone had come out of lockdown. The heavy rain put pay to many turning up at the Lakeland car museum, only Tony, Roger, Helen, Anne and myself.

Looking forward, two dates for 2021 have dropped into my email box. Cumbria Classic at Dalemain; August 22nd. This will be their thirty second meeting. Ripon Car show; 25th July. Both dates are to be confirmed as the year pro-

gresses. The organisers of Ripon have told me that it will probably be a scaled back show compared with previous years.

Our bi-annual trip to somewhere “exotic” was in the planning for this year 2021. We hold these trips in the years that there is no Le Mans Classic, but Le Mans were cancelled last year and it will be held this year. Anne and I will not be going, the first time in ten years we have never missed one. We start the planning for the Autumn trips in January as if we leave it too late it is impossible to find accommodation for the usual numbers taking part. When we finished our Outer Hebrides tour in 2019 there was talk about going to Northern Ireland for the Autumn of 2021. I am not ruling this out but there are some factors that we need find out about, firstly, do we need a passport now that Brexit has arrived? Normally I try to work on a sum of around £1000 or less for an eight day travel, which includes a car, two people, ferries and accommodation. As we can't meet up at present if anyone is interested in going would they please let me know. Email: Roy.anne@tiscali.co.uk or phone: 01229 316501. We will be putting a message on our Facebook page, TSSC CUMBRIA. If you are not on the Facebook page please contact Anne so that she can add you.

I have not heard a lot about repairs that have been done to our cars during 2020. If you have any updates let me know as it would help in writing the Cumbria news during the coming months. We offer no apologies for any news in the last month or so as to be fair there has not been anything to write about in the Cumbria area. I could have written about the idiots that came from tier four to the Lakes and called out mountain rescue because they got lost but that would have filled too many pages.

There are now police checks on the motorway junctions and at Gretna.

Roger's Acclaim was being repaired but once the under body was inspected the dreaded tin worm had the last say and it was deemed beyond repair. So Roger is looking for another Acclaim. If anyone has one for sale or knows of one please let me know.

I have recently been advising a member about an insurance claim for a spitfire that was involved



Cumbria Derwent Valley - Devon

Cumbria Continues

in an accident which was not really the drivers fault. The car had an agreed value with his insurance company but not with the TSSC, this is the third such case I have dealt with in the past six years. The insurance company were going to scrap the car because the repairs were more than their agreed value. After the owner contacted the company the claim was looked at again and a reasonable monetary settlement sum was agreed. The car is being repaired with no outlay from the owner but a lot of hassle. I can't reiterate enough what I have said in the past about getting a TSSC agreed valuation. The valuations from insurance companies are not worth the paper they are written on. The only sure way of keeping your pride and joy in the event of an accident or stolen is to get a TSSC VALUATION. Once we are back to normal, e.g. Shows start again, I can give you a valuation as an authorised TSSC valuer. The cost is £15 payable to the club and lasts for 2 years. Once valued the club send the valuation to your insurance company and that is what you will be paid in the event of a total write off, not a sum the insurance company pluck from the thin air.

With No meeting at the end of last year to determine who will be Cumbria AO for 2021 Tony and I will continue.

Happy New Year to all and please stay safe

Ray

Derwent Valley

e-mail: colin.tssc@btinternet.com

Tel. 01773 531580

As I sit here in the first week of 2021, I would like to wish everyone a happy, and more importantly a healthy New Year. The year has not started with the freedom we had all hoped for but there are positives for the future and plenty to look forward to later in the year.

Although we have had to postpone the 'New Year Run' I am not declaring it as cancelled in the hope that we could hold this event later in the year and raise a few pennies for our chosen charity.

I am pleased to confirm that at our AGM in November, Gary, Bob, Paul and I were re-elected for another year.

The Peak Run gang are all revved up and rearing to go. We are continuing to make plans for this year's event. The **provisional dates are 17th to 21st June 2021**. We will be publishing details of prices, campsites, venues etc. as we get nearer to June.

I know that you will not believe that I did not find time last year to carry out those outstanding jobs on my cars. Maybe some of you find yourself in the same position. I know I am about to get stuck into quite a few much needed improvements and repairs over the next few weeks to get the cars ready for the 2021 season (well I'll start when it warms up a bit).

It appears that the Derwent Valley group are not that excited about holding meetings and quiz nights via digital forms of communication such as Zoom and therefore no monthly meetings will be held until we can return to 'face to face' gatherings. These may include 'Picnic Drives' plus 'Fish and Chip Runs' where we can socialise at a safe distance.

I will be making use of the Derwent Valley Facebook page and Messenger to keep you up to date with any future activities.

These maybe at very short notice so keep an eye out for any notifications.

Dates for your new 2021 diary:

17th to 21st June 2021 -

The Peak Run Weekend.

20th June 2021 - The Peak Run.

Keep Safe,

Colin

Devon

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

e-mail: nigelk57@gmail.com

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

Tel. 01548 821348

If you have not found this year's green membership windscreen disc, this is what it looks like! The idea is to display in your windscreen to advertise your membership of this great Club,





Devon

and to identify yourself to other Club members. If you missed yours in the January Courier wrapper, either contact Angie at the Club HQ or Sue if you need additional ones for your collection of Triumphs.

Going way back before Christmas - what was that I hear you ask - we had our usual pre-Christmas get together on Zoom as we were still unable to meet in person.

We had a good number of attendees, Nigel showing us the partly completed but beautifully done, interior of his GT6, and the rest of us either approaching 'normal' or sporting Christmas jumpers and decorations. As well as Nigel M. we had Mark & Jane, Ian & Margaret, Marc, Richard, Robert, Phil, Jon and us so not a bad attendance. I only hope that no-one heard our cat Sox snoring on the sofa beside me. We bemoaned the fact that we would have enjoyed our Christmas meal, traditionally at the Dartmoor Lodge, and that we will have to miss our big get together at the Smugglers at Dawlish which is always our best attended event of the year.

However, we mulled around some ideas for when we are eventually allowed out as a group, and excitingly Jon - for those of you who may not have met him - one of our longest standing members, has thoughts of a ROUND DEVON DRIVE. This sounds a fantastic idea, and due to the distances involved, would have to include various start points around our huge county, so an enormous amount of work involved. Something to work on!

As we write, we are in Tier 3, so continue not to be allowed out as a group. Frustrating seeing the number of scramble bikes regularly passing our door, using the green lanes etc.

Still, as a national Club, we have to abide by the rules as otherwise we could not be covered by the TSSC insurance.

Talking of which, is your pride and joy adequately insured? Have a look at the insurance values per model which is published in the Courier monthly.

We are aware there were delivery issues with the December issue of the Courier, even our Chairman was not exempt. A new service from the Club this year is that the current issue of the Courier is now available on the tssc.org.uk web-

site in the Members' Area. Something members have been requesting for a long time, and it is good to know that the Council of Management have been able to make this available if you wish.

Little or no news of shows taking place in 2021 as yet, though the joint TSSC / TR Register show at Malvern is planned for mid August by which time hopefully we will be out and about in some relative safety.

Nigel Kenneison has provided the next update on his work on his Spitfire - the Floozie - Enjoy! **A Classic Tale - A Work of Art ?**

Lock down, or at least limited activity permitted, continued so I continued the "art work" - I moved on to the exterior and started the body work but as that is the "pièce de résistance" I going to leave that till last and tell you of another part you do not see - the underneath. I had a go two years ago of using acrylic spray paint to brighten it up which for a short time looked nice but eventually started flaking off (did not prep it properly). Not having a pit or a nice four poster car lift I had to use my hydraulic wheel ramps and do each end of the car separately. So rear wheels up on the ramps and on to my back to indulge in scraping detritus from the nooks and crannies I could reach without damaging anything. Once that was done it needed cleaning, and then rust removal and treatment. Only found a couple of small areas which had been previously filled but no significant rust affecting major



parts of the chassis or body work. So after the rust treatment had dried off, on with two coats of primer followed by three coats of gloss (16 hours between each coat). The end result looked



Devon - Essex

Devon Continues



"bright and clean" but also showed areas I could have done but, having spent the equivalent of three weeks lying around, I have left those areas

for another day (warmer days in 2021). The process was repeated with the front wheels on the ramps - making the up the balance of the three weeks. The wheel arches rear had been done prior to the underside by placing axle stands under the chassis after "ramping" the car up and again a previous owner had used a stone guard "paint" which prevented a nice smooth finish. As you can see from the pictures the end result is certainly bright and clean but my burning desire whilst doing this was for a four or two poster car lift and a bigger garage. Next time I will finish this saga with the tale of the top side and continuing back pain.

**Coming up in Devon
Club Nights on Zoom!**

**North Devon on the first Thursday of the
month, Thursday 4th February.**

**The main Devon meetings are on the third
Wednesday of each month - Wednesday 17
February.**

Just 'come along' by clicking on the links in our regular Club emails. Everyone is welcome, its good to put faces to names if we've not met before, and to welcome old friends!

Sue, John & Nigel

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

Essex

e-mail: miketitchen@aol.com

FB - Triumph Sports Six Club Essex Area

Mike. 07860 708356

**Triumph Vitesse Story From Debbie
(Colin's daughter) Past Member of the TSSC-
Colin Titchner**

Dad always had a project on the go. For as long as I can remember there were car shells on the driveway and bits of engine around the house.

In my lifetime he had worked on 2 VW camper vans (that took us across Europe on our family holidays) a Suzuki motorbike, a VW beetle, a horse trailer and a Porsche Spyder kit car. Sadly not all of these were finished but he often spoke about the Triumph Vitesse that he built when he and my mum were newly married. It was a soft top in Inca yellow.

I'm not sure why he got rid of it, maybe family life took over but after our mum passed away and both daughters had left home he took the opportunity to relive a happier time and build another one.

Dads health wasn't great, he had previously suffered a brain haemorrhage and 5 heart attacks so working in the garden tinkering away on the car was good for keeping him active, much to the neighbours annoyance. He was always on the phone ordering parts for it and driving around the country to collect them so it really kept him busy.

It was slow going and started to get slower as my sister and I noticed problems with Dads memory but he carried on. I tried to give him a bit of incentive by asking if he thought it could be finished for my wedding as I would have loved it to be in the photos but despite his best efforts he just couldn't get it there.

As his memory got worse things started to really slow down and after fighting referrals for 4 years he was diagnosed with Alzheimer's in 2018. Working on the Vitesse had kept him going. When the weather was nice in spring and summer he would work all day and every day but over autumn and winter it would sit in the garden rusting and undoing all the work he had put into it the months before. He would also forget



Gatwick Herts & Beds

what he had done and just wasn't strong enough to carry on.

Following a fall in January 2019 he was moved into a nursing home where he sadly passed away in September 2019. The Vitesse had been sitting



untouched in the garden for almost 2 years with nearly all parts needed to complete it either in the house or the garage.

After discussions with my sister we were both in agreement that our hearts just wouldn't let us scrap it but due to us both living far away and the amount of work that was required to complete it we would not know where to start with selling it. We decided that if we could find someone who was as enthusiastic about this beautiful car as our dad was and who could get it on the road then we would like to give them the car and all the parts for it.

I got in touch with Mike AO from the Essex Area and we were so lucky to meet Steve who was really sensitive in his approach and possibly just the right amount of mad to take this project on. I can't wait to see what Steve does with it and so glad that my dad's project will live on.

We look forward to seeing how Steve's project progresses in the coming months.

Other projects going on with members cars in the Essex Area

Update from Neil - I am bracing myself to tackle a distorted head and rebuild the gearbox on my Spitfire.

At the last outing the temp gauge shot up and I didn't stop and top up.. What was a faulty Rad cap has turned into more serious: I fear I may have distorted the head as I have bubbles coming out of the rad and pushing water out.

Update from Brian, he has a new project on the go, which is top secret, I don't even know what it is!?

Update on my diff refurb - After hitting, kicking and pulling at the diff, slow progress has been made. All refurb parts received and I have had

verbal permission from Sue that I can put it back together in the warmth of the conservatory on the dining room table!!!!

December & January's zoom meetings went well with quite a good take up so we are having another one on **Sunday 14th February 21 at 1pm**. Hopefully things may change over the coming months so that we are able to meet up again.

Mike

Gatwick

e-mail: rowfantgardencare@hotmail.co.uk

Tel. 07775 564427

Hi all. Hope you're all keeping safe and well.

This is probably the shortest news write up I've ever done! There are no meetings at present and probably not for a while. These are very difficult times for us all and to top it all the spares day has been delayed till April. Let's hope come April things will be a lot better. Do keep in touch and let us know how you're doing and how your Triumphs are.

All the best, stay safe.

Tony

Herts & Beds

e-mail: peter.h.lewis@ntlworld.com

Tel. 01582 750943

Hi Folks, here we are in 2021 already, where to from here, who knows, sorry I've not been injected with a gramophone needle so there's little to write.

We did manage to get our Xmas dinner held at the Olde Hunter Lodge Whipsnade, just before more lock down struck.

We have a few members on the sick list, we wish anyone ailing, aches and pains, a speedy recovery, I don't think anyone has caught the bug.

Pleased to say Martin has managed 3,000 miles this year in his Herald. That's got to be a local record, especially this year.

I keep busy on the Club Forum with help and hindering but not aware of who's been busy



Herts & Beds Leicester & Rutland - Newbury

Herts & Beds Continues

while laid up in this inhospitable bug ridden world we have encountered, we will resume normal service as soon as rules of play allow us to be safe, till then its more of the same, stay safe, stay depressed, stay bored, stay..... HAPPY

Pete
and Team

Leicester & Rutland

e-mail: davesmith.triumph@hotmail.co.uk

Tel. 07770 650802

Hi all. As I am writing this we have just gone into our third lock down and I guess we are all wondering when will all of this end.

A question none of us at this moment in time can answer. So chin up, I am cracking on with a programme for 2021 anyway, and as soon as we get the green light we can go.

Some of the major events we will be attending this year as an area will include but will not be limited to (all being well) **Rempstone Steam in July, Stapleford Steam in August, the TSSC International in August along with our very own Sunshine Rally from the 6th to the 8th August.**

We will also resurrect our trip to Gaydon (May or June) at some point this year along with a weekend (two days, one night) in Yorkshire as I have had a request to go back to York Railway Museum and with a night out we could combine this with a trip to Whitby, Gothland, or possibly Robin Hoods Bay around September time.

We will of course be supporting some of our local areas (Derwent Valley, Northampton, Nottingham etc) with events and shows they may organise as well as local non TSSC events and days out. I have routes and plans for another Socially distanced picnic along with a Fish n Chip run, treasure hunt, a day by the sea and day trips out around some of Leicestershire and Rutland's most amazing beauty spots.

If anyone has any other ideas or events that they wish me to look at then do not hesitate to get in touch.

Cannot wait for our first run out, meeting and catch up together, Stay safe and look after yourselves.

Dave

Newbury

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Tel. 01635 868640

Hello everybody. Your Scribe, Malc, is taking a break from writing the news at present so it's over to me your AO. We are now well into a New Year and hopefully with the vaccine we have a way forward though it may not be until the Summer before we can get the meetings up and running again.

Over these restricted times most of have kept ourselves busy with working from home, walking, gardening and sorting on our Triumphs.

And now some news from Robin -

Hi Dave, Happy New Year to you and Mary. I visited my car in the garage locally. I was reassured that she has not deteriorated significantly over the last year and I was very happy to be able to crank the engine, confirming it still turns, which was a relief.

In 2021, I would like to get some painting done so that more reassembly can start.

Robin.

Good to hear you are making progress with the Herald. In Malc's absence Robin has kindly volunteered to provide cover, so please send him your news. The next deadline is the 8th of each month. Once this virus has been tamed we will need to get the Newbury Area up and running again which in my book is a very positive thing to look forward to as our social side is something we all enjoy. After all it's not all about car bits as it good to have like-minded friends which bring some reassurance in this every changing world.

Don't forget if you have any pictures for our Facebook page, then these would be very welcome. That is as long as they are legal!

In the past we have had some very good runs out and we can look forward to these in the coming months. You can't beat being in a convoy of Triumph's and seeing a line of these cars in front of you. I can remember we had three red TR7's



Norfolk

in at a classic car meeting at the Cottage which brought out a comment of "Where are they all coming from". Well I guess the answer was the Newbury Area. To be fair we also have a number of Spitfires and Vitesse in our area. In fact, it doesn't matter what model of Triumph you may have, they are all very welcome in both the TSSC and the Newbury Area.

Writing personally, I am still looking for either a very good 13/60 Herald, Dolomite or a Mk1 2000. The present conditions have restricted any movement on this front, but time will tell.

Well that's it for the moment. Please keep an eye on Facebook and your emails for more info.

Dave.

Norfolk

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e-mail: paultsscnorfolk@gmail.com

Mike. 07828 103064 / 01502 476699

Paul. 07584 000442

Sadly Mike just missed the Early Deadline for Jan mag so I print it here now as it contains some important sentiments. Bern - Ed.

Hi all, hopefully everybody managed to have a lovely Christmas and New Year and what a New Year it's going to be. Writing these notes in December I find my mind drifting to restrictions starting to lift and vaccines finally being rolled out to all and a real prospect of a more normal life in 2021. My New Year resolution is to make the most of 2021 and do even more with my Triumphs and Triumph friends.

There has been some great news for Norfolk with joint Norfolk AO's Paul & Christina being awarded TSSC Members of the Year. Well-deserved and recognition for all the hard work they have put into making TSSC Norfolk and the TSSC as successful as possible well done.

The AGM in November returned Paul, Christina and myself as joint AO's for another year so be prepared for another event filled calendar in 2021. Colin Cole agreed to carry on as treasurer presiding over an ever increasing pot that was swelled this year with proceeds from the successful events that we managed to hold despite

the Covid restrictions. My only regret was having to cancel some of the events due to Covid restrictions but as the saying goes 'there is always next year'.

As soon as we can we shall start with the Broads Tour and a Fish and Chip run and if restrictions allow maybe even an early New Year Run. Keep your eyes peeled for updates on the main website and our Facebook page along with the regular emails.

We shall still have a Zoom meeting on the second Monday in January but hopefully we can also give the cars a run out to supplement the Zoom meeting. I am looking forward to seeing all the work that has been done to your cars during the lockdown periods and you never know the odd long term project might finally surface. We shall see.

Don't forget to update your email details with head office info@tssc.org.uk if you think they are out of date or drop Paul and Christina an email at paultsscnorfolk@gmail.com or me at mike.carroll01@btinternet.com and we will get them updated for you. If you don't receive regular email updates from us then there is a good chance your email address is incorrect.

Finally when was the last time you checked your fuel hoses? The club stock ethanol proof fuel hoses that will prevent leaks due to degradation due to the corrosive effects of ethanol on standard rubber hoses and possibly prevent your cherished classic from ending up as a ball of flames.

Happy New Year and don't forget to 'Do more with your Triumph in 2021'

Regards.

Mike, Paul & Christina

Now February Norfolk News -

With Norfolk in lockdown restrictions again any chance of doing a New Year run to Peter Beales never really had a chance of happening. The question is, when will we be allowed to get together for a run? Along with the Peter Beales run we have another scatter treasure hunt ready to go which, with three different tea/coffee places on the route, should allow us to do a run without having to get too close to each other. Perhaps we'll be allowed out on **Drive it Day (Sunday 25th April)** to do it? Time will tell. In the mean-

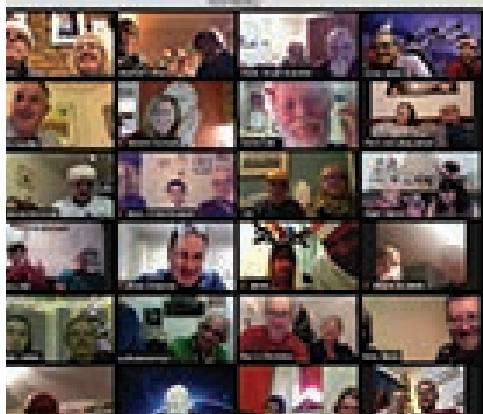


Norfolk - North East

Norfolk Continues

time we will continue replacing our monthly meetings with Zoom get togethers.

Members from all over the UK came along to



the Norfolk areas Christmas 'The Car's the Star' quiz and, judging by the kind responses, it seems to have been enjoyed by those that attended (either that or you're all very polite). For those that didn't make the quiz part of the Triumph round was printed in last months Courier to give you an idea of what you missed.

Results of the night were:

Naming the Film and TV show section - Chris and Jane Smart (TSSC Northants) with 76 points (out of a possible 93)

Naming the Car section - Andrew Newman (Oxfordshire, Triumph 2000 Register) with 85.5 points (out of a possible 107)

And winner of the combined sections - Chris Gunby (Lincolnshire, TSSC Chairman) with 156 points (out of a possible 200).

My thanks to all the Norfolk members that came along and let the visitors take the prizes, very hospitable of you and very much appreciated.

Meetings will be via Zoom for the foreseeable - Monday 8th February, Monday 8th March. Zoom meeting details will be sent out by email the week before the meeting. Let me know if you want to be put on the mailing list.

Keep well and keep safe.

Paul, Christina & Mike

North East

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e-mail: deryck.beadling@yahoo.com

www.tsscneast.blogspot.com/

Geoff. 07773 440201

Deryck. 07939 068976

Hi all. By the time of reading this we hopefully have turned the corner on this Virus, with a bit of luck some of us will have had the vaccination and the rest will follow shortly, that means we will be able to get our lives back on track, the Respray on my car has not started yet so it might have to wait until next winter to get it done, as I will be wanting to use the car when the weather gets better,

Some of you have been busy with your cars over the winter, Kevan is in the process of a complete brake rebuild on the Stag, John has purchased a pair of Stainless steel bumpers for his Spitfire direct from a supplier in Vietnam, which were half the price of UK suppliers, (I will be ordering a set for the GT to go with the new paintwork)

Mr Fish has the Dolly ready for paint, Pauline is cracking on with the Herald and Philip is getting jobs done on the Vitesse.

If you are planning to travel abroad with your car this year, please check the new requirements since Brexit, we may need international driving licences and a few other items.

Up to writing this we have had no further updates on the Laon Classic that we planned to visit in 2020, If this event is still going ahead in 2021 and you fancy a visit let me know, I would guess we would have to sort out tickets by the end of March as the event is at the end of May.

Some of us are off to Le-Mans again this year in June, and Silverstone in July. If all these events go ahead it will be a Busy year!

Once we have the clearance to have our monthly meeting I will let everyone know, and we can eventually have our Christmas party !!

So stay safe and remember,

A little prick can save lives, (but I won't mention any names)

Geoff

Northern Ireland

Northern Ireland

e-mail: heatheranddouglass@gmail.com

Tel. 07707 288233

Well, we are now, thankfully, in 2021 although I must admit there hasn't been much of a change for the Hogg family from 2020. Matters have been quiet in the Triumph front these last few months, so it has been a struggle for me to find something to write about. Hope you enjoyed last month's Courier report, I know Gavin and Sam were pleased as they had no idea that they would feature in it.

Thankfully for me, Brian (S) is still making some progress with his Spitfire although the cold weather is having an effect, as it has with us all. He has been doing a little bit on the Spitfire each day out in the garage during the Christmas and New Year period, when able and the weather allows, and he has practically finished the bonnet. As you can see, he has finished welding in the new metal and is starting to blend it in with the filler. As he mentioned it's too cold and damp, so he has had to use the radiator to warm things up a bit before starting to apply the filler, not an ideal situation we know. Not so keen to try painting/spraying now so he will have to wait for the warmer weather, whenever that might arrive! The plan is to have the Spitfire in such a condition that it can be brought along to the trunnion oiling if it is held at the Rinkha.

Had another phone call just before the New Year and it was from Gerard Guerrini a TSSC Spitfire Mk IV owner in South West London who, believe it or not, still reads all the Northern Ire-

land area news. He had previously suggested a run to Jim Boland at Naas to see his many old cars. We still haven't quite managed that yet due to the Covid19 restrictions, perhaps in the next year or two. Sadly, Gerard has lost his long-standing partner recently, so sorry to hear that. As well as the Spitfire Gerard is the proud owner of a Fiat 500 and a trusty Jaguar and probably one or two more, another Jim Boland in the making I would say!

Mentioned to Gerard that I had problems at times starting Simon's 1500 and wasn't sure if the choke was operating properly.

Suggested the following method could be of some

help to us. Although No 1 cylinder is the preferred one, it is difficult to get at, so instead do it with No 4. Pull out the plug and, using a perfume spray of petrol, spray into the cylinder head and maybe the plug and then try and start the car, after putting the plug back in, of course. Haven't tried it yet but time will tell. I have noticed though that the bar that goes across between the two carbs is loose on the right, a big hexagon nut that I can't find in booklets.

Another suggestion was to fit a fuel pressure gauge to see what the situation was like coming from the fuel pump. Not sure whether to fit one that just measures or an adjustable one, help needed on this one.

Another phone contact made through the TSSC this time it was Peter Roberts, a TSSC member from England, who describes himself as a wandering Welsh man who has been working in Northern Ireland for a considerable number of years, but still lives in the mainland, as they say. He is another reader of our area news and wishes to join one or two of our runs when they begin again. He had mentioned the article a short while back about the use of the Triumph globe that Paul was using as a steering wheel centre. Peter is looking for a good GT6 for sale here so, if you are aware of one let me know, although I have already put him in touch with Paul Robinson, or "Mr Triumph NI", as I refer to him in



Northern Ireland

Northern Ireland Continues

conversation with others. Talking of Paul, he is still researching the history of Belfast's Clarence Engineering and the Ulster Automobile Club (UAC) within Northern Ireland and has now traced it, Clarence Engineering, as far back as 1936 with a connection to a David Seeds. I wonder if David is connected in any way with the Seeds family from Lisburn! It would appear the UAC was "born" in 1925 with its first race in Castlewellan and then two further races were held on Magilligan Strand with one of them being won in a Rhode.

Had never heard of that make before but the Rhode was a British car made from 1921 to 1930. Mead and Deakin Ltd had started in business making cycle and motor cycle components. In 1921 they decided to return to car making and created a subsidiary company called the Rhode Motor Co with a factory in Birmingham. The name was taken from Cecil Rhodes and it was claimed that fifty cars a week were being made at the time. A Sports version was added in 1923 with a two-seater body with the spare wheel at the rear. The aluminium wings and bonnet were usually left unpainted which I suppose was quite reasonable when you think of it. It is possible that it was a Sports version of the Rhode that won the race. I hope that was of some interest to you although Paul will know a lot more.

What have we coming up in 2021 and when will it happen! Well, your guess is as good as mine in the prevailing circumstances. I have some plans and they have been discussed with a few of those who normally lead our runs. Clearly area meetings are not taking place although there is a facility within the club to use their Zoom arrangements and that is a possibility. Our annual dinner is usually in Feb but, in the circumstances, I am aiming for **Sat 6th March** so we will see how matters proceed. I have pencilled in our first run of the season for **Sat 27th March** with us meet-

ing at **Dunsilly Park and Ride Antrim**, with further details nearer the time.

Rather than having a stand-alone trunnion oiling this year I have opted to run the **Lift, Look and Lubricate day on Sat 17th April** at Colin's home at Scarva that will of course include the opportunity to have our trunnions oiled. In case you aren't aware Colin has a full-sized hydraulic lift at his disposal in his large spacious garage.

If the **Argory** goes ahead this year we will meet up there on **24th April** and at **Shane's Castle, Antrim on Mon 3rd May** but, like all these plans, we will have to wait and see.

I have been in contact with Lisburn and Castlereagh Council about the Mayor's Parade and our show in early May but no reply yet from them. If these events don't materialise, we will still be able to take part in the short run in **North Down and BBQ** at the home of Alan and Pam (F) on **Sat 15th May**. It is still intended, at this time, to have our weekend away in **Enniskillen** and the surrounding area during the weekend of **22nd/24th May**.

It is with some sadness that Stephen (McC) is selling his 1964 1200 Herald Saloon in Cactus and Olive. It is completely solid underneath with all welding completed and protected. It has been extensively repaired and improved. The radiator has been recored with all new flexible pipes, braking system fully overhauled as well as the suspension, JBW 'Minilite' alloys with a stainless-steel exhaust. The Herald is now MOT exempt but has a current MOT until Feb 29th, 2021. The interior is complete and has an appropriate wooden rimmed steering wheel. He has a Newton Commercial carpet set still in its packaging which can be purchased extra along with the car. The club valuation is £4500 but Stephen would like £2250 or vno.

He can be contacted on 07967144907 or





Notts - Peterborough

e-mail smccrory2020@outlook.com

Well, that's about it for this month, not a lot I must admit, and I shudder to think how I will manage for the March edition.

As mentioned last month should you still wish to make a small donation to the area finances, no pressure at all I might add, please contact me, or send it directly to our Treasurer Michael Kernahan at 3, Lyndale Park, Bangor BT19 6EE made out to "TSSC Northern Ireland".

In the meantime, until we meet up again, keep safe and well.

Remember, we will Triumph over this current situation if we comply with local directions, given for our safety!

Douglas.

Notts

e-mail: nigel.hill@hotmail.co.uk

Tel. 07976 163006

As we move into February as yet we still have no meetings happening and it was very nice to receive a phone call from a new member in the Notts area, such a shame we cannot meet but let's hope later in this year we will be out and about again meeting our friends. Progress for us on the Spartan not much really but just needs titivating a little.

Celebration's were in order all be it us alone on our engagement on New Year's Eve. Nigel finally asked me to be his other half and of course I said, errrr yes of course. We want to thank everyone for there kind wishes and congratulations to us.

As for events, seems that the **Triumph and MG show has moved already to April and the NEC Restoration show which is normally in March has moved to June** but let's see what happens again through the year.

Triumph International Weekend is still currently going ahead on **30/31st July 1st August 2021**. With TSSC and the TR Reg. So fingers crossed, we hope it will happen.

And let's hope by this time we will at least meet

up with you all again. All we ask is to keep safe and well hey let's be careful out there.

Stay safe and see you soon.

Nigel & Di.

TSSC Manchester Area New AO/s Wanted

Please Contact

Nigel Hill

**Area Liaison Officer
for Details**

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

Tel. 07976 163006

Peterborough

www.tssc-peterborough.webs.com

**Tel. 01778 560507 / 01780 470358
01778 392629**

Wow, how fantastic it was to start the new year with a new initiative. With all the doom and gloom of lockdown surrounding us, it was a real beacon of light to introduce our first ever Peterborough Zoom Area meet. And what a fantastic turnout, especially as Charlie and I sprang this on you rather suddenly. At our peak we had 10 participants plus a couple of our good ladies making cameo appearances.

I must thank Doug B for the idea and going forward we will be running our area meetings in this way until it is safe for our shackles to be removed and we can return to some sort of normal. However, as Dave Beardsley commented, for now this is 'as good as it gets' and it was really nice to see everyone and to talk Triumph for the first time in months. We must apologise to those in our group who don't have the technology to use Zoom. We want to be as inclusive as possible and if anyone would like help to acquire the technology, please do not hesitate to get in touch with either Charlie or myself and we'll do our best. In the meantime, we do have these Area reports within the Courier to keep



Peterborough

Peterborough Continues

you up to date as best we can.

This was only a short meeting (40 mins - we will try to use the TSSC account going forward for longer meets) but we nevertheless covered quite a bit. Dave Beardsley and Mike Hickey compared experiences of seat reupholstery. Dave went the replacement foam route, where Mike ordered a complete cover and foam kit from Park Lane Classics. Both are impressed with the outcomes of their work. Mike, in particular, said it transforms the ride in his Spitfire.

Mike is also about to embark on some replacement UJs for his Spitfire. Having 'ummed and ahed' about whether to do the work himself, he has decided to entrust the job to Anglian Triumph Services, at Ditchingham near Lowestoft, who have quoted an extremely reasonable £35.00 per hour for labour. We look forward to hearing more about this once the work is done.

Doug B also confirmed to us that the Baston Car Show 2021 is cancelled. Having cancelled last year due to Covid, it had been hoped to run the show again this year, but the committee has taken the tough decision to have another year off and to plan for a return in 2022.

Finally, we must as a group congratulate Chris Gunby, our TSSC Chairman. He was recently announced as a runner up of the Classic and Sports Car 2020 Club Personality of the Year award. Chris has visited our area meets on many occasions in the past and I think it is fair to say that he eats, sleeps and breathes 'Triumph' and does such a huge amount for the club. It is absolutely deserved that he be recognised in this way - well done Chris!

Behind Closed Garage Doors

Doug B has recently been in touch with Graham Bellamy who. I'm pleased to report, has made some car progress despite lockdown. Graham's had his faulty voltmeter replaced on the TR4A and his alternator has been upgraded with a 55-amp unit. He's also had a reversing and fog light fitted - and spotlights too but these have yet to be wired in. Most important of all is that he has just received his second Covid vaccine jab care of Pfizer. He is now fully protected and ready for the restrictions to be lifted. Well done Graham

and we look forward to seeing you soon.

Doug B has also been busy with work both on the car and the garage. Here is his report:

After fitting a new alloy fuel tank to the TR4 I hadn't appreciated that though it came with a sender unit for the fuel gauge it is a VDO sender and not a Smiths as was the original tank fitting - and to top that the gauge itself is a Smiths unit. Typical of my luck - possibly should have listened to the teachers at school and done more homework - as the VDO unit and the Smiths gauge won't talk to one another. I've managed to find a little plastic box with a few wires sticking out. It also has a few buttons inside it and it operates on Ohms apparently and it loves being programmed - so let's hope we can get it calibrated. It's called a Gauge Wizard and can be used on all kinds of gauges - so it says - including temperature gauges. It'll certainly be a Wizard if I can get it to work properly. Though it appears to be working I've only driven it about 45 miles so difficult to say how accurate it is and it might need re-programming.

Finally drove my car home in December and have to say the car is a lot more tractable on the EFI than it was on the 45's and the SU's. Other issues have prevailed in as much the battery and alternator weren't quite up to the new load required for the high pressure fuel pumps and ECU and am now waiting for a battery and a bigger output alternator to arrive. The batteries were due in the UK early December but the ship couldn't dock so then it went off to Rotterdam and am waiting for it to come back to unload it's cargo??. That's the story from the battery main dealer! Need to spend some time in the cold garage tidying the wiring up now we know that everything appears to be working and driving ok - but as there is salt on the roads further testing of the fuel gauge calibration etc. it will have to wait. As we are in lockdown some of those in car tidying and cleaning jobs should get done.

Ordered some 40mm 'Extratherm' insulation board for the garage door - installed it over the weekend but it has made the up and over door a little heavier even though the product weighs very little!!! It does make the garage feel warmer. Probably I've now got to invest in an electric garage door opener!!



Scotland Central Somerset

That's it for another month. Do please keep the reports coming in, either to Charlie or myself.

Our next virtual meeting will be via Zoom on **Monday February 8th at 7:30pm**. We will send out our normal Mailchimp reminder plus an invitation link to the Zoom meet nearer the time. Get your virtual pints and sarnies ready!

I am still working on how a virtual raffle might work. See you there!

All the best

Paul & Charlie

Scotland Central

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www.tssc-scotland.org

FB. www.facebook.com/groups/TSSCScotland

I would like to say a big Thank You to Michael, Jackie, Mark and Colin for running the region so successfully for the last couple of years, its going to be a very hard act to follow but I will give it my best and hope to keep the Club going as well as it has over the last couple of years.

Due to COVID and the ability to meet up I have decided that for the next 3 months we will have a zoom meeting instead of our usual meeting at the Harvester, I have booked the Club zoom account for the following dates,

each meeting will have a different meeting ID number, please see attached website link for the first one in February.

<https://zoom.us/j/91551922787?pwd=US9wWDD3QTVOZVN5RTF1YUjBDMYUT09>

The meeting ID is **91551922787** and the pass-code is **TSSC**.

I don't envisage much happening in the early part of the year but as the COVID 19 Vaccine is rolled out we should be able to do more and more, looking ahead we have **Le Mans Classic on 1-4th July**, Michael Spitford McCallum our Scotland area European travel expert is on hand for any advice or guidance should you need if you are planning a European adventure in the summer, **The Silverstone Classic** is planned for **30th July to 1st of August** and is really good weekend for those of you who have not been before, **The Inter Club weekend** is booked for

13 to 15th August in the 3 Counties Show Ground In Malvern which is a new venue for us and something that i am looking forward to, There is also the possibility of staying down for a few days and then doing the Tatton Park - Passion for Power festival the following weekend on the way home, I will keep an eye on dates and will advise as we move forward,

As soon as we are allowed I will be looking to organise a drive IT type day event and any recommendation on where to go would be greatly appreciated, We have just had a communication for the Fat Lamb Pub that we visited a couple of year ago on drive it days and they have a couple of weekends left this year, if members decide that they would like to revisit I can explore the availability,

Our Cyber expert Bob Stewart has very kindly offered to take on the role as Moderator for the TSSC Scotland Facebook page,

Look forward to catch up with you all on the next **Zoom Meeting**.

Dave

Somerset

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I am writing this at the start of the New Year and sincerely hope that in the intervening month everyone has stayed safe and well and continues to do so. There is very little happening at the moment and even the restoration stalwarts amongst us seem to have put away their tools for a few weeks, so there is nothing to report on that front.

Please do remember though that when you come to renew your insurance, the Club has an excellent panel of insurers. Check too that your Club valuation for your car is up to date. If it needs to be renewed you can do this by post using the form on the TSSC website.

The other very important item this month is the Somerset TSSC AGM which is coming up and will be held via Zoom at 8pm on 25th February. Details will be emailed out as usual a week or so beforehand. This will also be our usual February club Zoom meeting. We are holding it later in the month in order to allow enough time to get information, financial reports etc to all members.



Somerset

North Staffs - West Sussex

Somerset Continues

If you do not have access to email or Zoom and want to be able to take part in the AGM please let either one of us know as soon as possible so that we have time to get information to you - and for you to be able to put forward ideas, issues and nominations by return ahead of the AGM.

At this point it is important to mention that Harry and I said at the last AGM that we were only prepared to stand for one more year as we both work full time. So, please, we will need nominations for Area Organiser(s).

Are you able to step up to the plate?

All the best,

Maggie & Harry

North Staffs

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<https://tsscnorthstaffs.home.blog/>

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Hi All. Well, it's not a great start to the new year, as I write we enter yet another lockdown and a big raise in covid cases, lets hope that the vaccines can be given as quickly as possible and it starts to reduce the horrendous death toll.

There is not a lot to report due to the current restrictions, I'm sure many of you will have been getting your cars ready for the days when we can get out and have some fun again.

Tom & Lorna have been making more improve-



ments to their Spitfire with a new dash and seats rebuilt along with extensive work on the wiring, see photos.

Due to having a few problems with back pain again, progress has been slow but the engine & gearbox will soon be back in the car.

I have compiled a list of events but many of the show organizers have yet to publish their event dates, and could yet be changed or canceled as we are still not out of the woods with the virus. I will post a list of events on the club site and the area's blog however many are TBC and subject to change.

I will leave the booking of any events to individuals as I have found I often have little response when trying to organise a group event.

Meetings are still on hold and no doubt will be some time before we will have the confidence to meet up in public as many of us are in the higher vulnerable groups, take care.

Dave

TSSC South Staffs Area

New AO/s Wanted

Please Contact

Nigel Hill

**Area Liaison Officer
for Details**

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

Tel. 07976 163006

West Sussex

e-mail: nigelayre@hotmail.co.uk

Tel. 01403 253034

Not much evidence of any of our cars venturing out, due to the double whammy of winter weather and the global pandemic. Notably, 19th February 2020 was the last full West Sussex Area Meeting, so as you read this, we will have had a year without a proper gathering.

However, Sue did send us these before and after



West Sussex North Wales



pictures of her Herald - Hetty - being tucked up in her garage for a while.

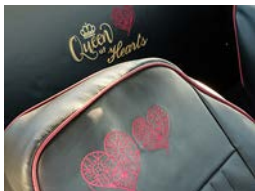
Iain reported that he had successfully sorted out his Herald's fuel supply problem and that it's now running well - only to find the clutch was stuck. Having tried starting it in gear, which didn't free it, he called for advice. Suggestions came from Glen and from me, involving a warm engine, axle stands and wheel chocks. We await news that these have solved the problem, rather than setting up a dramatic launch! Ever the pragmatist, Barry suggested beginning by kicking the clutch pedal "as that works for me".

Epitomising his pragmatic approach, Barry also reported that, following its last drive, when he had put his Herald in the garage, trickle charger on, he "went back a week later and it wouldn't start. Not a problem, just pushed it back into the garage and that is the end of that."

Roll on the spring!

Hopefully also aiming for Spring, work continues on Alan's Spitfire - the latest picture revealing the hidden klaxon horn normally tucked away, out of sight under the bonnet - not instead of, but alongside the original set of wind-tone horns.

Finally, as this report will be with you in time for Valentine's Day, I'll send you all love from the West Sussex area and close with 3 appropriate pictures - another shot of the hearts on Paula's self trimmed



Spitfire, one of my Spitfire parked outside our normal meeting place on the day of our last Area Meeting, last February, and one of Iain's Herald, framed beautifully by his daughter Rosie.

Hopefully the world will resume some form of normality soon and see us meeting at the

George and Dragon, Dragons Lane, Dragons Green, RH13 8GE on at least one of March 17th, April 15th or May 19th.



John

North Wales

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Hello, everyone. Well, here we are in January having said a big and long awaited GOODBYE to 2020, although we are still not out of the trees yet. Hopefully we won't be waiting long now that a vaccine is being manufactured to fight Covid 19. Roger has been checking the sheds where our cars are kept every day, as a couple of years ago we found that our Spitfire had had a mouse in during the winter, and its remains were still in the car! All of the cars have their trickle-chargers on, so hopefully come the better weather we can give them all a run. The tyres on our classics are over-inflated whilst not in use in order to stop them getting flat spots.

Our new club calendar is up on the wall, and Alan has done a really good job despite the lack of photographs during the year. Well done to both him and Julia.

That's it for now, there is nothing going on so there is nothing to report. The winter months are always quiet, but this time it is a lot worse than usual - we are all looking forward to getting back together again. In the meantime please remember that we are still here, and you can always contact us either by telephone or e-mail.

Wishing you all the best, and stay safe.

Helena & Roger.

South Wales

South Wales

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Well here we are again confined to barracks and very limited in what mischief we can get up to Triumph wise in Wales or anywhere else for that matter. It was very strange not having our normal Christmas activities this year but maybe, just maybe, we might be in a better position this time next year. With little club activity and the post Xmas calm I have only had the occasional call or enquiry from members with various problems or looking for parts only stocked by the British Museum. Martin contacted me regarding the woes of shoehorning a Triumph 6 pot into his recently acquired Spartan which as luck would have it I had an example parked outside my garage. His car currently has a 13/60 engine and standard gearbox and he wanted to put a Vitesse engine and overdrive gearbox in if he can find one. Martin is looking for a 2 litre engine so if you know of one let me know and I will pass the contact information to him. As it happened the chap who originally built my Spartan had kept the build file with all the dimensions for the 2 litre unit so I was able to email these to Martin as a late Xmas present he was well chuffed. By the way my Spartan is for sale for anyone looking for an almost completed project.

A few days later my doorbell rang and surprisingly it was not the Amazon man delivering more inventory to be stored in my daughters expanding collection of lockdown tat. An elderly chap in well-polished walking boots and off road rain gear said "Alan is it? I wonder could you help me I am in a bit of a hole" resisting the temptation to point out that the last time I looked there was not a hole on my door step or anywhere in the surrounding area he continued "My name is Howard and I have a rather old Triumph Herald that I can't get started, can you help". "Result", I thought to myself something interesting to do for an hour or six. Howard explained that he lived about a mile away and had got my contact details from one of my neighbours through the local golf club as he knew someone on my road

had a blue Spitfire that was always broken as the chap who owns it seems to work at it a lot. He explained that the 67 Herald had been in his garage for at least fifteen years but had been started and running the previous summer. The problem he had was moving the car to a new garage as he was selling his house and moving next week. Howard had the look of a man with all the worries of moving house on his shoulders compounded with the problems of lockdown as well. I explained that in order for me to help the garage should be open and I would come over and have a look and work alone. I said that I could come on Saturday and see if I could get the car moving for him. I told him to watch for the holes in the garden as he left.

A couple of days later I arrived at Howard's house and could see the Red Herald under a cover in his rather large garage. At 2m+ distance Howard



explained that the car had more or less been garaged for 15 years since his kids had left for college and it was only the previous year the car had been started and run for about a half hour but it hadn't moved. He said the battery was charged up and all the tyres had been pumped



up the previous day. I went to the boot of my car for my tools and magic wand set and my flask of coffee.

On inspection the engine did

not look great although there was evidence of an oily rag having been applied at some point in recent times and fresh oil was present on the dipstick. The battery voltage looked low so I got my jump leads and my spare battery connected removed the spark plugs and applied a squirt of oil to each cylinder before turning the key. The engine turned over reasonably freely and there appeared to be compression on all cylinders. I



checked the distributor and also the timing to see that it was somewhere near 9 deg btdc and the points were clear of corrosion and set correctly.

I connected my timing light and turned the engine again to check there was a spark and then gave the plugs a bit of a clean-up with a bronze wire brush, they looked a bit oily but had been added to the car somewhere in recent living memory. I took the air cleaner off and disconnected the fuel feed pipe and connected by temporary fuel feed which is an inverted 1 litre chemical bottle with a hook to hang it from the bonnet with a plastic hose to connect to the carburettor. I use a magic mix for starting which is about 25% Easy start which is Ether mainly and petrol you can of course spray easy start into the carb but I find this method works well and guarantees fuel into the cylinders as well as the ether cleaning any residual gum from dried fuel in the float bowl and the float valve.

Everything seemed in order and amazingly when I turned the key the engine started followed by a blast of smoke and debris shooting out of the exhaust.

I realised I had not checked the water level so after getting the engine to idle I opened the rad cap and was surprised to see evidence of recent antifreeze. Howard appeared giving me a thumbs up through the smoke and noise as the exhaust and silencer seemed to have seen better days. Howard said he had put fresh fuel in a few days ago so I chanced connecting the fuel feed from the tank and sure enough everything was ok and the car warmed up and idled ok after 10 minutes or so. To be fair the engine sounded a little bit tappety but at least it was alive again. Next was the clutch which appeared to have fluid present so I operated it about ten times and then kept my foot on it and risked starting the engine in gear to see if it was free or the friction plate was stuck to the flywheel. The car started ok and I eased the clutch out in first gear just to the biting point and feathered it there to see if

the brakes were in anyway free. With the hand-brake off the car moved forward then reversed ok. I repeated this several times without touching the brake pedal as you can end up seizing the brakes hard on if they are well corroded. These seemed to be ok so I risked clearing the

years of junk blocking the path of the wheels etc. and reversed the car about 6 feet and then forward again. Howard



looked very relieved and he told me that Bryn, a mate of his was bringing his transporter to ferry the car to its new home about 5 miles away. I checked over the brakes and they appeared to be ok or at least enough to get the car on and off a transporter. Hopefully someone's winter restoration and another Herald 1200 saved from the scrapyard.

Al

Wessex

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The MG & Triumph Spares Day is Sunday 18th April. The date is coming up for the Telford International Centre. This date looks more realistic. As always, we only decide a couple of days beforehand to go or not. 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!

In fact at the time of writing this report we have just gone back into lockdown for five weeks, or is that nine weeks, who knows!!

At the moment all we have on the Wessex calendar is **Le Mans Classic 1st-4th July and Silverstone Classic 30th July-1st August** 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 commitments, a case of



Wessex

Wessex Continues

wait and see.

That doesn't mean to say that others are not more optimistic than us, so to wet your appetite, I have listed a few shows that might be of interest, but with a disclaimer that you double check the information for yourselves;-

The London Classic Car Show 16th-18th April is moving from Excel London to Syon Park. The 2021 event will celebrate 135 years of the motor car, 1930s style and elegance. The show will also showcase 60 years of the Jaguar E-Type.

Donington Historic Festival 1st/2nd May is celebrating its 10th anniversary in 2021. This year's event will include an 80-minute race exclusively for Ford GT40s.

Beaulieu Spring Auto-Jumble 15th/16th May. Not sure if we will be having a club stand, something to think about.

MotoFest, Coventry 4th-6th June is a free motoring event in the UK City of Culture 2021. It's perhaps most famous for the ring road becoming a sprint circuit for the weekend. Also look out for Formula Gymkhana and the Auto-test National Championship.

Classic Car and Restoration Show, NEC Birmingham 11th-13th June. There will be around 1,000 cars on display, along with 250 exhibitors and auto-jumblers. Also look out for a pride of ownership competition, classic car auction and a display of barn-finds.

The Bromley Pageant of Motoring 13th June is one of the largest classic car events in the world. More than 3,000 cars are expected, including 1,000 in the famous one-make section, where vehicles of the same make and model can be parked together.

The Bath Festival of Motoring 19th/20th June will take place at the Walcot Rugby Ground. Around 6,000 people attended the event in 2019, with around 500 cars on display. All proceeds go to charity.

Le Mans Classic 1st-4th July. The 10th staging of the Le Mans Classic, rolled over from 2020. Around 500 cars will be divided into six grids, many of which took part in the Le Mans 24 Hours race between 1923 and 1981.

The Goodwood Festival of Speed 8th-11th

July, will return in July 2021, with the organisers promising to celebrate the 2020 theme of 'The Maestros - Motorsport's Great All-Rounders'. We understand this isn't a celebration of the Austin Maestro, their words, not mine! Tickets go on sale on 1 February 2021

Silverstone Classic 30th July - 1st August.
Beaulieu International Auto-Jumble 4th/5th September.

BPPC Vintage Vehicle Rally 10th-12th September held in conjunction with the Swanage Railway. Some steam engines (if available), vintage motorcycles, cars, commercials and stationary engines. Outside trade stalls and auto-jumble, outside crafts and displays, catering and licensed bar, music, children's activities.

Goodwood Revival 17th-19th September. Visitors are encouraged to dress in period clothing to celebrate the golden era of motorsport. Tickets will go on sale on 1st February 2021.

London to Brighton Veteran Car Run 7th November. Last year was the first time the London to Brighton Veteran Car Run has been cancelled since 1947. Hopes are high that the event will go ahead in 2021, when cars registered before 1 January 1915 set off from Hyde Park for the 60-mile journey to Brighton.

The Classic Motor Show, NEC Birmingham 12th-14th November is a good way to end the show calendar. A chance to chat with like-minded enthusiasts before prized classics are put into winter hibernation.

When we get a clearer picture on how the vaccine is going, we can decide on how to progress. As most of us are getting on a bit, at least that keeps us high on the pecking list for the jab!

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

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LAON HISTORIQUE 2021

Friday 21st to Monday 24th May 2021

Join the TSSC in 2021 for the biggest classic car pilgrimage to Europe and be a part of the 30th Anniversary of the Circuit Historique de Laon, the largest and most popular event of its kind in Europe with over 700 cars attending this event every year.

FRIDAY 21st MAY

Ferry Crossing from UK to France
30th Anniversary Car Display en route to Laon
Arrive Laon Camping & Hotels for Check-in

SATURDAY 22nd MAY

Event Registration
Laon 30th Anniversary Car Rally
Concours d'Elegance

SUNDAY 23rd MAY

Laon 30th Anniversary Closed Street Parade

MONDAY 24th MAY

Optional Run & Ferry Crossings back to the UK

**Camping from £199.00*
& Hotels from £239.00 ***

Look What's Included

- Return P&O Ferry Crossing from Dover to Calais (other crossings available on request)
- 3 Nights Camping or Hotel Accommodation
 - Friday Car Display en route to Laon
 - Entry Fee to the Laon Historique 2021
 - Participation in Saturday Rally
- Participation in Sunday 'Closed Street Parade'
 - Optional Participation in Monday Run
 - Commemorative Tour Rally Plate

* Prices are per person and based on 2 people sharing a car and a camping pitch or hotel room

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