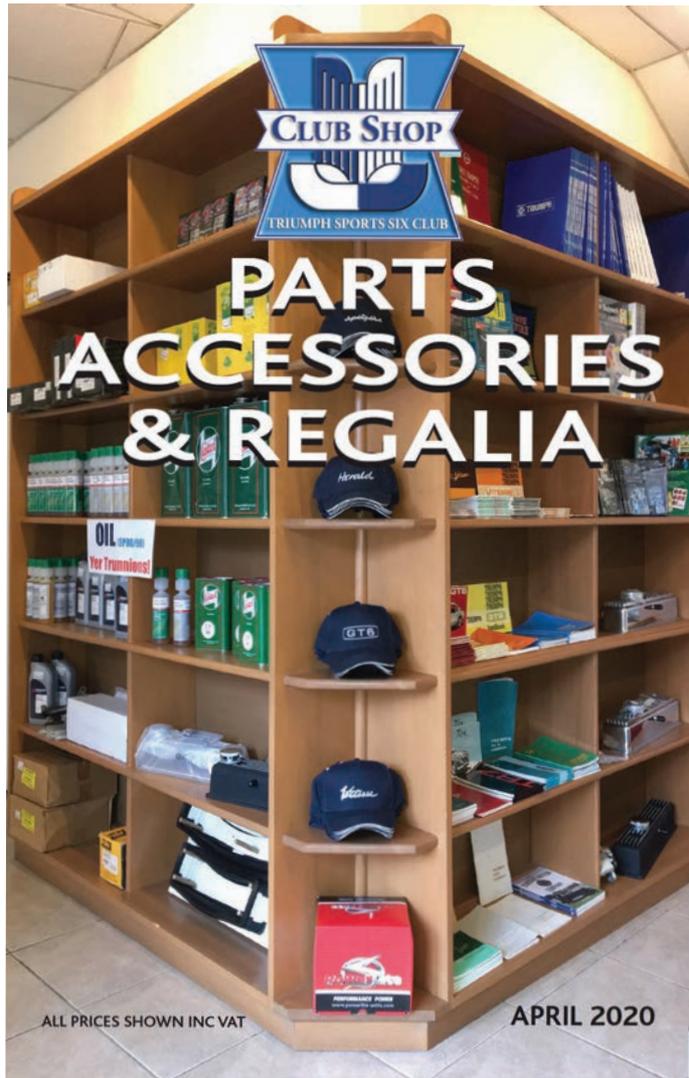


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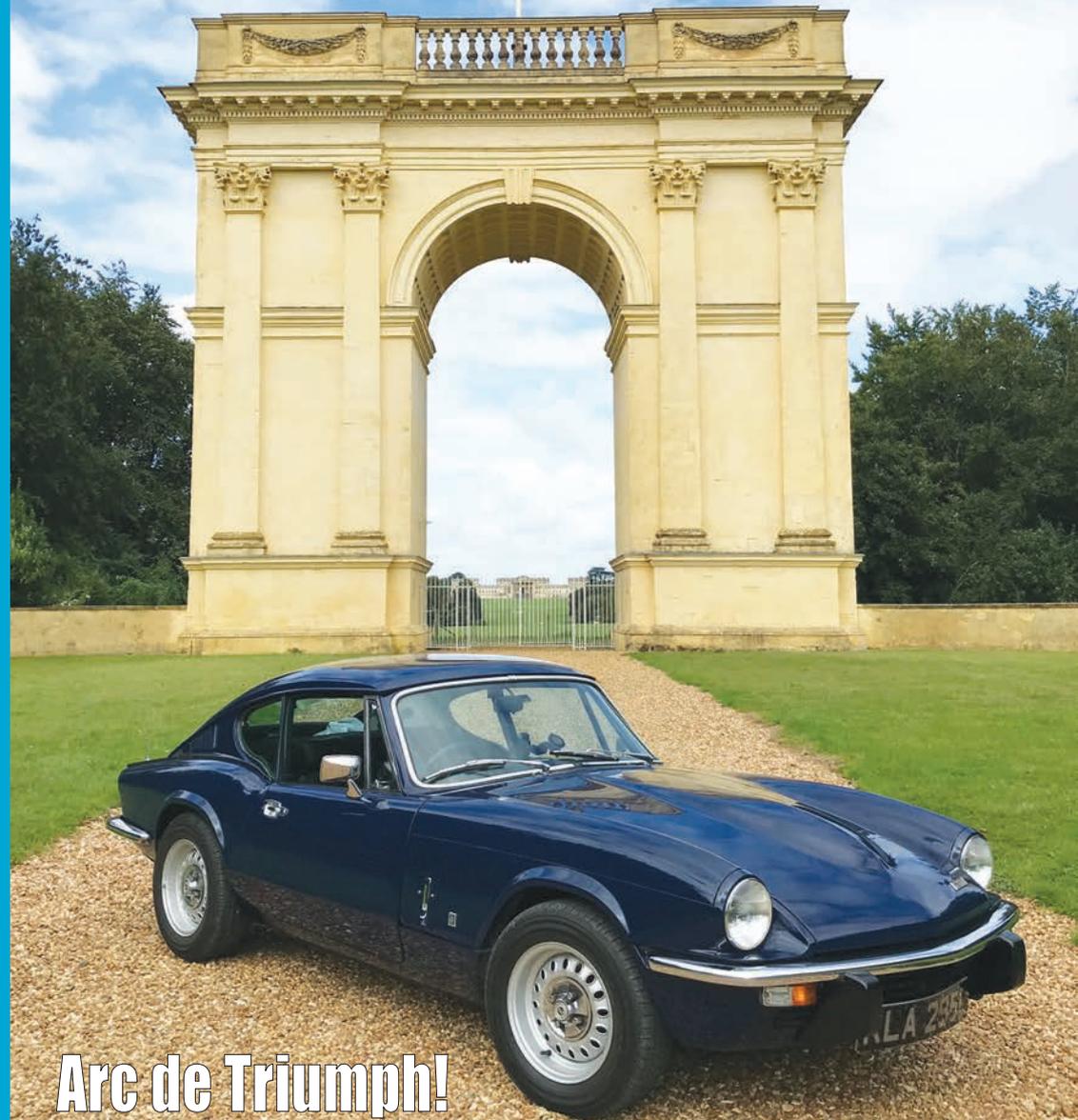
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THE COURIER NUMBER 490 MARCH 2021 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 490 APRIL 2021



Arc de Triumph!

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Tracey Hawes - Financial Lead



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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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Pip Flegel. Michael Hancock. John Macartney.

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Frank Spencer. Paul Swanson. Peter Williams.



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THE April 2021

COURIER

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THIS ISSUE - 490

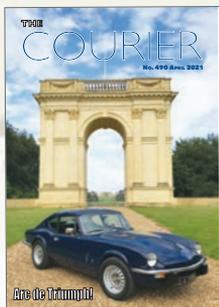
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ARC DE TRIUMPH!
PICTURE FROM ANDREW ROBERTS
NR STOWE HOUSE, BUCKS

Courier Copy/Area news



Editor. Bernard Robinson
e-mail: courier@tssc.org.uk

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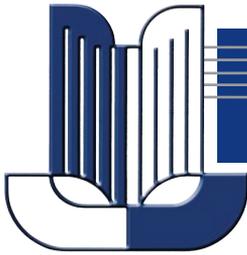
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THE GET OUT

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TSSC Head Quarters is

CLOSED to Visitors until Further Notice

Tel. 9am to 5pm - Monday to Thursday

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Worldwide Membership & Renewal £51.00

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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

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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

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

Email Only at present

e-mail Form To:

TSSC Valuation Service

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COUNCIL OF MANAGEMENT

2021 meetings:

June 13th

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

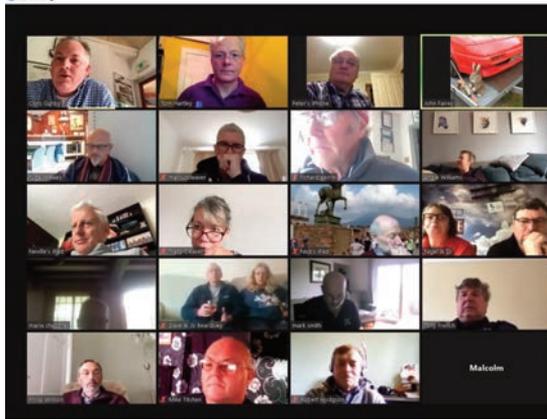
Please ensure that any items you wish to raise on the Council of Management Agenda are received by the General Secretary at least two weeks before the date of the Meeting

TSSC AGM, when?

Britain is a historic country. Its traditions include many great events which take place every year and form an important part of the cultural life of the nation. I'm thinking of events like the Cup Final, the Trooping of the Colour, Wimbledon, the last night of the proms and **the TSSC Annual General Meeting.**

Our AGM has traditionally taken place in April and is a major event in the Club year. Vast throngs of people descend on Lubenham, a carnival atmosphere prevails with the streets festooned with bunting, and enthusiastic members carry the club chairman shoulder high to HQ to receive the adulation of the cheering crowds. Okay, I might have made that up - well this magazine should be getting delivered sometime around 1st April. But many members would not actually know I made it up (though they could probably have guessed) because they have never attended an AGM.

Covid restrictions forced the postponement of last year's AGM and it eventually took place in October via Zoom. The pandemic has also impacted on the AGM for this year which has



again had to be put back. When the meeting does eventually take place it is hoped, subject to applicable restrictions, to once again have a face to face meeting at Lubenham but also to offer members the facility to access the meeting electronically. Feedback from 2020s Zoom meeting was extremely positive, and it appears that many members appreciate the ability to attend the meeting without needing to travel, so it is hoped that a combined physical and virtual meeting will offer the best of both worlds and enable the maximum number of members to participate in the event.

Much still remains to be done in planning this years AGM. Final plans will depend on Covid restrictions and access to the necessary technology but at present the option of a Sunday afternoon in Lubenham is not available.

Watch this space for further developments.

.... **Do more With your Triumph!**

.... **Eventually!**



BY NEVILLE WRIGHT

TSSC COUNCIL OF MANAGEMENT



EVENTS CALENDAR

e-mail courier@tssc.org.uk



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

August 2021

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MALVERN, WORCS.

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www.triumphandmgweekend.com

FRI/SAT/SUN 6/7/8 AUGUST 2021
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SUNSHINE RALLY

Contact Dave on 07770 650802
Jan on 07799 804415

Sept 2021

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TSSC NORTHANTS CAMPING
WEEKEND HAWAIIAN STYLE
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nigeljohnhawes@gmail.com

SUN 19 SEPTEMBER 2021
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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

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

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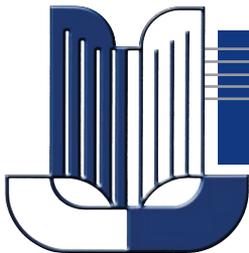
Make & Model	Body Style	Engine Size CC	Year of Manufacture	Year of Registration	Number of Seats	Colour	Special packages (List)	Previous Price
Overall Conditions - CONOURS, A1+, A1/S - Serviceable, P - Project								
Body	Paintwork	Chassis & Frame	Interior	Engine & Gear	Transmission & Suspension	Electrical equipment	LAST Known Valuation	Sign of Vehicle

This section to be filled in by the TSSC Insurance Valuer only ->

CONOURS: The vehicle and its components will be in excellent condition, free from alterations, 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+ The vehicle must exceed A1 - SERVICEABLE and with a life effort could be considered to be Conours.
A1/S - SERVICEABLE The vehicle must be in excellent condition with bodywork/chassis mostly 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.

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

Monthly News of a Triumph Nature

Dolomite Sprint Brake servo

Rimmer Bros are pleased to announce that they now have available the Brake Servo for **Dolomite Sprint** and late **Dolomite 1850** – part number **AEU1304**, these are due in by the end of April.

This item has not been available new for nigh on 30 years!
Priced at £270 inc VAT as an out-right sale (no exchange unit required) the first customers to

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Necessity is the mother of invention...

Hi y'all. I thought I'd catch up on a few overdue items this month; I've been investing in a few bits and pieces as jobs arise, so I must highlight a couple in case anyone else is interested.

First off concerns our bodywork and the usual palaver of gaps and panel alignment; not easy at the best of times but when you reach the car's structural limit, and things are still not quite right, then there has to be a solution that's not in the book. I found this when trying to gap the Herald Estate's bonnet and doors.

The book says: attach the bulkhead to the chassis. Fit the bonnet, and gap the bonnet to the front edge of the bulkhead below the windscreen. Easy peasy so far. Then fit the doors, and gap the doors to the rear edge of the bonnet wing. Seems straightforward, except that I can't get parallel gaps.

If I gap the bonnet to the bulkhead, when the doors line up, the gap progressively widens towards the bottom, from 1/4 inch at the top to 5/8 at the bottom. If I align the gap evenly all the way down, the gap at the top and at the doors is still too far off the recommended 3/8". (Pic1)

It took me a bit of headscratching to realise that the original bonnet links were the problem. This could be for a number of



Pic 1.

reasons; when the chassis was refurbished with a new front tube, the non-factory welds may be bigger or broader than the originals.

Similarly, when the links are tightened, the difference in width between the bonnet tube and the overrider bracket means the links can bend when tightened, thereby shortening the length (pic2).

If I try to close the gap at the top of the wings, the links pivot upwards thereby raising the front of the bonnet and pulling the bottom of the rear wings out. If I press the bonnet back down so that it looks better from a front view, the gaps become

more uniform, but are now much too big all the way down. I just need a little bit more adjustment.



Pic 2.

Pic.3.



So, simple solution: I needed longer links. I made a quick call to **Paul Copeland**, who has made stainless parts for me in the past, and he took one of my existing links as a pattern and lengthened it by an inch (pic3). Four of these seem to have done the trick, I can align the bonnet almost



Pic.4.

perfectly top and bottom (pic4), the link clears the bonnet welds, the front of the bonnet is nicely gapped to the valence, and I've still got half an inch to play with for final fettling once all is assembled, just in case. If you're having the same problem, email Paul at paul.7@ntlworld.com as he made a number of sets, they're not very expensive, and they do solve one very annoying problem.

I've also been thinking ahead to when the car does hit the road, and



Pic.5.

the refurbishment of my Solex carb. I've a few different variations and manifolds to play with but the priority is getting the car running; once on the road I can then modify or upgrade as required. Given that my brother-in-law made the mistake of telling me that he has a 3D printer, it was too good an opportunity to miss. Could it be done? Can we build it? Yes we can... and here's the end result. (Pics 5 / 6)

Pic 6.



A lovely Solex carb printed in fuel-proof clear plastic; just add the necessary metal bits and be careful tightening those threads. Not only can I see the fuel level at a glance, I can also watch the parts move as the engine revs. If you add Redex to the petrol, it all goes a lovely pink colour. It's almost a shame to add a filter box on top as this covers most of the body. Perhaps a transparent one of those, too?

Now there's a thought... you can see when to change the filter at a glance...

A further problem of where to mount speakers for the radio - when I get to that stage - was very easily solved by **Nigel Hook**, who makes a very natty range of fibreglass kickboards complete with cut-

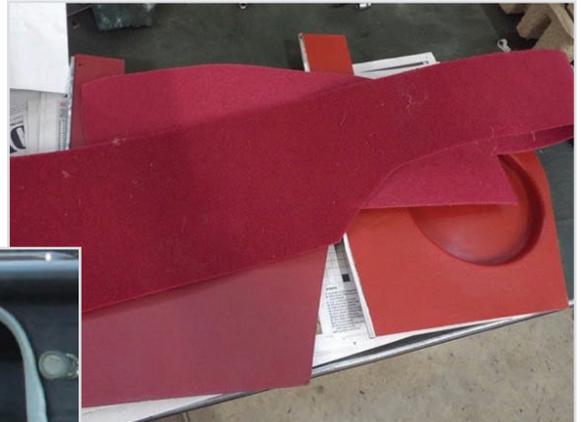
Pic.7.



speakers, usually a single mono speaker, in the passenger footwell (pic8) and there is ample room in behind, and I'd like to think that with improvements in today's in-car hi-fi they sound much better too. If you're interested in a set of the fibreglass kickboards, and I bought two - black for the convertible and Matador red for the Estate - contact Nigel at vitessex@googlemail.com.

out for speakers up to 7.5 inches across, or 19cm; the photo shows a pair of these in Matador Red and also a set of smaller 6 inch speakers, or 15cm to you young 'uns, on the black boards (pic7). (Actually the metric system was invented by an Englishman back in the 1600s, but I just prefer the old systems that I grew up with. Not in the 1600s either, I hasten to add). This was a factory mounting point for

They work out almost the same price each as the cardboard vari-



Pic.8.

eties, come in a range of colours, and shouldn't warp or bend as easily, and of course the speaker is recessed so you're less likely to put a size eleven through it as you drive. Matador red seems to change at the whim of whatever supplier is selling it; Nigel's shade matches my vinyl seats very nicely, whereas the cardboard trims purchased a few years back are a tad dark to be a close match. Both however are surpassed by the purple offering I received recently as side carpets. I'll cover these up as much as I can and I suppose, as the saying goes, in the night all matadors are black...

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Prime(r) Time

Since my last article I have actually had some decent time on the Herald. First job I decided to do was prep the doors I had previously re-skinned (I'm sure you remember the articles) so I could get them into primer.

As you may recall I had used one NOS door skin and one new, the NOS one was covered in surface rust and the new one in its factory primer, neither of which were providing much protection.

Both door skins needed a fair bit of work before being primed, the NOS skin got a thorough going over with a wire wheel on a grinder, then rust treatment before filler work to correct any damaged picked up in its decades of storage. The new door skin wasn't totally free of transport damage and no matter how careful I tried to be when crimping on the replacement skins, both doors had a few witness marks from the door skin tool.

A couple of spreads of filler on each door and some time with some 80 grit sanding strips and both doors were dent free. If you're doing any filler work I would really recommend the Mirka Abranet sanding strips, they just keep cutting, unlike conventional types. Get the filler the right shape with the 80 grit, then a little tickle over with 240 grit to remove the deepest of the sanding marks; any re-
12

maining sanding marks can be taken care of with the primer.

I always like to use Epoxy primer instead of convention etch, mainly as unlike most primers it offers good levels of moisture protection and it also contains rust inhibitors, leave something in



etch in a damp environment for any period of time and it will soon rust, but not with epoxy. That's all I'll be doing on the doors until such times I do a trial fit of the body, but that's a long way off. They will of course be given a few coats of high build primer before repainting when the time comes (Pics 1 & 2).



So on to removing the interior; seats, carpets, hood, fuel tank etc. and pulling the wiring through from the boot area. Then to the outside; boot off along with the sills, quarter valances and rear

valance. The rear and side valance removal was complicated slightly by the captive nuts in the overriders breaking free, so with the help of an

angle and die grinder I removed the heads from the bolts and they were finally free.

With the rear tub being completely bare it was time to unbolt it from the chassis. It started well enough, the 4 bolts on the boot outriggers came off easy enough as did the two above the diff. Not so easy were the two bolts on each side which attach the body to the chassis through the side rails, all four were seized solid, so out with the trusty grinder again to take the heads off the bolts. Lastly were the self tappers along where the front and rear tubs overlap, all easy enough until I discovered that the chap who assembled the body for me 15 years ago had put a couple of tack welds where the tubs join, so once again more grinder action. My ever willing Triumph apprentice Zoe helped me lift the rear tub off the chassis and no I hadn't forgotten to disconnect the handbrake cables, so it did lift off without any issues (Pics 3, 4 & 5).

That is as far as I got, as I was then contacted by my friend Simon who wanted some paintwork doing on another

British motoring icon, his Land Rover Defender Tomb Raider special edition (these are quite sort after apparently) as he wants to sell it. Those Devon members that know Simon will likely know about his collection of Toys, but it seems even he now has too many, so something has to go. Before that came in I had been meaning to repaint one of the wings on my SLK which





was damaged by a cow (Pic 6) yes, I did say a cow, and yes that is cow slobber on the wing

As I type the Defender is progressing well (Pics 9, 10 & 11) and I have just heard that my seat refurb kit for my Spitfire has been shipped, so it's unlikely I will have any more Herald updates for you next month.

That's it for now, so see you next month.

Darren



(Pic 7), so I sneaked that through the workshop first and took the opportunity to give the whole front end a thorough flat and polish (Pic 8).

CLUB TOURS



CLUB TOURS



LAON HISTORIQUE 2021

NOW - Friday 24th to Monday 27th Sept 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.

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Arrive Laon Camping & Hotels for Check-in

SATURDAY 25th SEPT

Event Registration
Laon 30th Anniversary Car Rally
Concours d'Elegance

SUNDAY 26th SEPT

Laon 30th Anniversary Closed Street Parade

MONDAY 27th SEPT

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SHOWGROUND, MALVERN

13 - 15TH AUGUST 2021

www.triumphandmgweekend.com

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13 - 15 August 2021

3 Counties Showground, Malvern

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Camping No. Persons **Number of Nights**

Name (MR. MRS. MISS. MS.)

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Spitfire Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org



Brown or Bronze?

Following on from last month's piece about the colours used on Australian built Spitfires Larry Mundall also provided a list showing how they differed from the English Canley Assembled Triumph Cars.

- Were assembled here in Port Melbourne with many locally sourced Australian components. eg batteries, wheels, Olympic tyres, radio, wind-screen and door glass, 3 point seat belts, tail shafts, front coil springs, wiper arms, starter motors, generators, coils, horns, shock absorbers & interior trim, etc.
- Had an AMI Body Number Plaque next to the Commission number. #2FC or 2FD indicated Australian made car.
- Were painted in unique AMI colour shades by Balm Paints.
- Reported that Australian cars had 72 more spot welds around the fascia-bulkhead making the body stronger.
- Australian cars had 4in x 13 wheels with a single safety bead – UK cars 3 1/2in no safety bead.
- Some of the Australian Dealer accessories may have been different to UK cars. Eg Oz made fibreglass hardtops, Lynx Weber manifolds, Sonic exhaust headers,
- Australian Mk1 and 2 Spitfires had sealed beam headlights while UK cars had semi sealed headlights.

Some of our overseas readers may know of other differences in the build specifications, or of differences in Spitfires built in other countries. If you do it would be interesting to compare them.

Guy alerted me to a couple of interesting early cars for sale recently. There was a 1964 Spitfire on eBay, unusually in a shade of brown although it was noted as having originally been white but had been repainted early in its life, and I noted that on the DVLA website it was recorded as Bronze. The car had been dry-stored



for over 40 years, since 1980, and one of the most surprising things was that it still has its rubber mats, a real rarity. It didn't sell in the auction but I hope the eventual new owner does appreciate the





From what I can see it appears to have an Ashley hard top, and possibly an Ashley bonnet. I don't have as many photos of those for comparison but the adverts I have seem to tie in with that idea. It also clearly has an **ELITE** badge both front and rear, but I haven't been able to identify where that came from, any suggestions? Was there a company called **Elite** producing

scarceness of the mats, and ideally will keep them, or at least make them available to someone else if they prefer to carpet the car. With the car coming with a hardtop and soft top frame it should be a good project for a restoration for someone, albeit being aware of just how much attention a car unused for that length of time would need.

If the lucky new owner is among us it would be great to hear about its progress sometime.

The other unusual car was in Anglian Car Auctions' end of February sale but, again, appears not to have sold. This one seems to have been in hiding for a similar length of time having only a 1980 logbook and a 1982 tax disk with it, but this car is no longer on the DVLA database.



THE ASHLEY BONNET FOR TRIUMPH SPITFIRE 4



GRP body kits? Or was it taken from another make of car with an 'Elite' model?



A brief update from **Mickey Parish** to, hopefully, surprise him yet again.

“Was pleasantly surprised to see my assorted cylinders prominently featured in the Courier!

... I’ve not been too motivated to get on with things. Plus the garage isn’t heated and it gets perishing in there ...

However, after failing in my workshop to extract the pistons from any of the cylinders in my possession, I thought it best to send them off for refurbishment. This was done and the photo shows the beautiful new-looking cylinders received back.

I don’t know if the Courier has a policy of identifying suppliers, but for your information, the company who did the job are Past Parts of Bury St Edmunds. I was very pleased with the price and quick turnaround. The items look to have been very nicely professionally restored, though I suppose I will have to fit and test them before jumping to any conclusion.



I now have sufficient refurbished cylinders to repair both my own project and Andrew’s. More on this anon!”

[Suzie note: I have no problem in identifying a company who has done good work for one of our members, but may need to be a little more discreet if asked to flag up the opposite.] I look forward to it.

And finally, I’ve had an update on **Triumph**, our adopted Koala, in the latest newsletter from Friends of the Koala. A little more long-winded than my previous updates but I felt it worth sharing, *“In case you missed the news, Triumph our male resident koala has received the very first koala prosthesis.*

Triumph only has three feet, a congenital defect he received from birth. Instead of a foot on his right leg, he has a stump with a small foot pad on the end. While he moves around considerably well, he struggles to climb like a typical koala as

putting pressure on his stump is painful.

Since coming into care as a 10 month old joey, almost 4 years ago, Marley our IFAW Sponsored Vet Nurse and Triumph’s foster mum, worked tirelessly to find a prosthesis which could enhance his quality of life.

Triumph’s case presented a lot of challenges. Unlike other mammals such as cats and dogs, that use two legs from the same side when moving, koalas climb with opposite hands and feet providing them greater stability. This specific gait pattern resulted in many professionals in the field claiming it could not be done.

After a callout on social media, we began working with internationally renowned pet prosthetic specialists Bionic Pets, [In the USA] but it quickly became clear a hands on approach was required. Although koalas are not his usual patients, Lismore based [NSW, Australia] Dental Prosthetist, Jon Douman offered to help. After taking numerous measurements and casts, Jon created a small rubber prosthetic boot.

For months, Triumph wore a sock on his stump which not only protected his foot pad but prepared him for an eventual prosthesis.

Much to delight of volunteers and staff, Triumph allowed the boot to be attached and immediately started using his right foot. He has



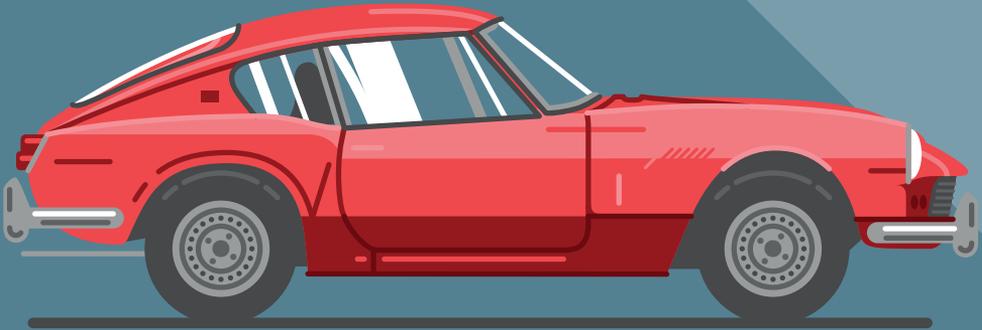
since been seen using it to help him climb and groom himself as well.

Triumph - has loved every minute of his new found celebrity status, working the camera every chance he gets! He wears his new prosthesis for several hours each day which has improved his quality of life tenfold. To manage his new following, he now has his own Instagram page - make sure you follow for all Triumph related updates.”

www.instagram.com/triumph_the_koala/

Suzie

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Tread plate repair panel	£11.50
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Front floor mounting bracket rear 607549/50	£11.50
Rear floor mounting bracket 607655	£12.00
B post mounting bracket 703625/6	£26.50
Stainless steel tread plate finisher	£30.00 pair
Boot side panel 804611/2	£40.00
Herald 948/Vitesse rear centre valance	£90.00
Herald 1200/13.60 rear centre valance	£97.00
Rear quarter valences Herald 948/Vitesse	£52.50
Rear quarter valences Herald 1200/13/60	£55.00
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Bonnet corner mouldings 706161/2	£27.50 pair
Wheel arch/bulkhead seal 704033	£4.00
Chrome bonnet catch 607663	£60.00
Door hinges 607824	£28.00 each
Boot hinges	£43.50 pair
Door to glass outer weather strip	£7.00
Accelerator pedal bracket 147655	£12.50
Set of 8 front suspension bushes 119451	£15.00 set
Front suspension shim 122022	£1.75
Caliper repair kit inc pistons type 12	£25.00
Caliper repair kit inc pistons type 14	£22.50
Caliper repair kit inc pistons type 16P/16PB	£32.50
Recon exchange caliper type 12	£55.00
Recon exchange caliper type 14	£45.00
Recon exchange caliper type 16P/16PB	£62.50
Brake pads type 12	£19.50 set
Brake pads type 14	£10.50 set
Brake pads type 16P/16PB	£12.50 set
Her/Vit Recon steering racks RHD (exchange)	£96.00
Track rod ends	£9.60 each
Rear shock absorber GSA385	£18.00
Front shock absorber	£20.00
Herald 3 Syncro (exchange gearbox)	£425.00
Vitesse (exchange gearbox)	£425.00
Fibreglass Gearbox Tunnel Cover	£42.50
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Recon Exchange Diff (NCW&P)	£550.00
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Herald O.E head gasket GEG 314	£17.50
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Vitesse 2 Litre clutch kit	£80.00
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TR7

Early type bonnet (single bulge) WKC170	£155.00
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Doors FHC WKC5286 LH	£360.00
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LH rear wing Coupe, original	£420.00
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Rear deck assembly convertible WKC4255	£96.00
Window regulators XKC325 L/H only	£30.00
Door/glass/outer weather strip R/H YKC101	£6.00
Radiator grille R/H convertible WKC3674	£60.00
Petrol tank retaining strap TKC131	£10.00
Petrol tank	£360.00
Petrol tank sender TKC3408	£42.50
Rear lamp assembly R/H TKC232	£150.00
Recon TR7 (exchange) distributor	£150.00
TR7 distributor cap	£9.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£425.00
Recon steering rack (exchange)	£96.00
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) RKCS509	£25.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Recon exchange brake caliper	£50.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.50 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£350.00
Jackshaft 215207	£225.00
Recon starter motor (exchange)	£120.00
Fan idler pulley bearing	£9.50
Recon w/zipper motor (exchange)	£105.00
Clutch kit TR8 Q/H	£110.00

STAG

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Steering column shaft 151032	£80.00
Track rod end GSJ157	£11.50
Gearbox (exchange)Reconditioned	£500.00
Recon exchange J Type overdrive	£450.00
Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£29.00
Rear wheel bearing kit	£22.50
Service exchange drive shaft 311914	£250.00
Recon rear hub assy (exchange)	£150.00
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Caliper seal kit inc pistons	£28.50
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Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£15.50
Viscous fan coupling TKC101	£85.00
Stag Mk II Rostyle wheel trim	£100.00 set

TR6

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Rear quarter bumper 910158 O.E LH Only	£96.00
Seat bells with sensor wire type	£95.00 pair
Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£75.00
Front trunnion 142377/8	£48.00
Top ball joint GSJ131	£10.00
New Brake servo	£125.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£62.50
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Gearbox (exchange)	£500.00
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Recon rear hub assy (exchange)	£150.00
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Diff mounting lower 134236	£2.50
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Nearside/offside front wings	£105.00 each
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Front outer wheel arch 903137/8	£65.00
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Rear skins	£98.00
Battery box 806707	£35.00
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Track rod ends	£9.50
Gearbox 3 Syncro (exchange)	£425.00
Fibreglass Gearbox Tunnel Cover	£42.50
Recon Exchange Diff	£450.00

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

SPITFIRE MK IV & 1500

Bonnet stay 613045/613751	£19.50 pair
Front wings 909663/4 PAT	£85.00
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Headlamp support panel assembly 818871/2	£80.00
Front quarter valance 815391/2	£115.00
Door skins	£85.00
Sills non original 903097/8	£65.00
Sills O.E. 903097/8	£103.00
Sill reinforcement panel 806634/5	£8.50
Inner sill 806638/9	£35.00
Front sill end plate 706422/3	£9.00
Half floor (deep pressing) 909009	£195.00
'A' post lower filler panel 706288/9	£30.00
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
Rear wing non O.E.	£220.00
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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/H top seal roof/ door glass 716183/4	£12.00
Door hinges 607824	£28.00
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Window regulator 911271/2	£120.00
Window regulator glazing channel	£75.00
Front outriggers 209398/9	£57.50
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Water pump 216939/GWP128 (exchange)	£29.50
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Late type water pump (viscous) UKC774	£40.00
Oil filter GFE119/150	£5.00
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Front wheel bearing kit GHK1021	£16.50
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Front shock absorber GSA364	£24.00
Front suspension vertical link	£150.00
Front suspension top ball joint GSJ155	£9.00
Stub axle UKC697	£28.50
Recon steering rack exchange	£96.00
Track rod end GSJ158	£9.60
Steering joint 142140/FAM1718	£30.00
Steering lock 216449/UKC2719	£85.00
Fibreglass Gearbox Tunnel Cover	£42.50
Gearbox exchange	£425.00
Recon exchange D Type O/D Mk IV	£450.00
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Rear wheel bearing kit GHK1029	£14.50
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Rear shock absorber GSA385	£118.00
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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
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Recon starter motor (exchange)	£60.00
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Wheel arch to bulkhead seal 613666	£3.00
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Inertia seat belts less sensor OE	£95.00 pair
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GT6

Bonnet assembly Mk II 908116 less tubes	£1,500.00
Bonnet assembly Mk III 913786	£1,550.00
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Front wings Mk I 907154/5	£105.00
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Main carpet early Mk III new tan 819813	£36.00
Main carpet late Mk III new tan 822633	£36.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£75.00
Seat belts	£85.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£42.50
Gearbox (exchange)	£425.00
Recon exchange D Type O/D	£450.00
Clutch kit	£80.00
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Track rod ends	£9.50
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Recon manual steering rack (exchange)	£96.00
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
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Recon exchange brake caliper	£65.00
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Brake shoes Mk II (axle set) GBS803	£19.50
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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. 518033/UKC 1160	£87.50
Front subframe mounting cup washer 138626	£7.50
Recon steering rack (exchange)	£96.00
Track rod end	£9.60
Upper steering column joint 157659	£48.00
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Gearbox/Overdrive Rebuild

Hi all, finally the last chapter in the Gearbox rebuild and once again I need to thank Dave Wykes for his words and his wisdom in this.

As expected he has provided a very detailed explanation of the rebuild process, one which, if you are carrying out this yourself, you may need to read two or three times to fully grasp the instructions/technique. All I can say is it worked for me!

Overdrive Gearbox Rebuild 1 – Layshaft Cluster.

Fit new needle rollers into layshaft cluster and install the dummy centre-shaft, place 2 loops of wire or string under the



the layshaft end float and adjust the thrust washer thickness as required (0.007 -0.015 tolerance). When end float is ok push the dummy shaft back through the layshaft and using the wire lower it into the casing. Fit the reverse idler, collar, and selector into the casing.

2 – Mainshaft Rebuild.

Slide 1st gear and thrust washer onto the mainshaft, fit the 2 split collars and the synchro ring. Using soft jaws hold the mainshaft horizontal in a vice with the thrust washer sat on the jaws. Slide the 1st & 2nd synchro hub down the shaft with the reverse gear teeth towards 2nd gear. Slide 2nd gear synchro down the shaft and into 1st / 2nd gear hub. Slide the 2nd gear thrust washer down the shaft and fit the ball bearing in the hole in the shaft that locates the thrust washer and stops it spinning. Fit 2nd gear bush into the gear with the thrust shoulder on



layshaft cluster, lower it into the casing and push the thrust washers to both sides. Lift the layshaft up with the loops and push in the proper centre-shaft through the casing pushing the dummy shaft out the other side. Check

the gear tooth end. Slide the gear with its bush down the shaft and onto 2nd gear synchro ring. Fit 3rd gear bush into the gear and slide down the shaft with the synchro teeth facing up the shaft. Fit the splined washer onto the top of 3rd gear and install the snap ring. Fit 3rd gear synchro ring onto the gear and slide 3rd / 4th synchro hub down the shaft and onto the ring. All gear and synchro ring tolerances were checked during the build. The

mainshaft is now rebuilt and can be removed from the vice using ties, string, wire to keep 3rd / 4th hub and 1st gear on the shaft.

3 – Mainshaft Installation.

Hold the casing in a vice and pass the tail end of the mainshaft through the inside of the



casing and out through the bearing hole. Once inside the casing remove the retaining wire. Ideally the input end of the mainshaft needs to be centralised with the bearing holes. I used part of a 2 leg puller bolted to the input end of the



casing and wound the puller shaft in to support the end of the mainshaft and push 1st gear up against the casing. Fit the snap ring to a new bearing and using a long tube with a diameter just larger than the bearing inner race knock the bearing on to the mainshaft (we had trouble knocking the bearing all the way down and had to support the casing on the press to get the bearing all the way down). Fit the spacer and new circlip, remove the 2 leg



puller and knock the bearing further into the casing till the snap ring touches the casing and 1st gear is clear of the casing face.

4 – Internal Rebuild Completion.

Press a new bearing on to the input shaft and fit the snap ring. Fit the new needle roller bearing with a spacer either side inside the input shaft using Vaseline. Feed the input shaft into the casing with the end of the mainshaft going into the input shaft, tap the input shaft till the snap ring touches the casing. Using the wire raise the layshaft cluster into mesh with the





mainshaft gears and when lined up from the mainshaft side hold the layshaft from the roll pin end and push it through the casing hole, through the cluster and push the dummy shaft out the other side of the casing. Fit the 2 selector forks on the 2 selector hubs. The selector shaft is fitted in the overdrive adaptor plate with its indent spring assembly. Fit a new gasket to the adaptor plate, feed the selector shaft into the casing, when inside feed the selector shaft connecting joint onto the shaft, push the shaft in further and slid on the selector spool, push shaft further in and slide on the switch activator cam. Bolt the adaptor plate to the casing, knock the roll pin into the selector cam, fit and tighten the selector connecting joint bolt. Raise both the selector forks and push the fork shaft through the casing and forks, fit the spool interlock plate. Fit the overdrive pump cam key and cam onto the mainshaft, fit the speedo drive gear. Fit the gearbox top cover.

5 – Overdrive Installation.

Using a long screwdriver align the 2 sets of splines inside the overdrive unit. Fit a new gasket and feed the overdrive unit onto the mainshaft making sure to feed the pump drive cam into the pump drive ring, bolt up the overdrive, fit the speedo driven gear and housing.

6 – Completion.

Push the gearlever selector shaft into the top cover, through the connecting joint and install and tighten the retaining bolt, fit the top tin plate, bolt the selec-

tor lever turret onto the overdrive unit. Fit the bellhousing and clutch release fork.

All that remained was to install it in the vehicle, which I wrote about back in September 2020 (Courier No. 483). For those following the progress you'll also recall the issues I had and described in October 2020 (Courier No. 484). It's amazing how time has flown and apologies for writing this back to front, starting with the install to the vehicle and then describing the strip and rebuild – it seemed a good idea at the time!

So to bring you up to date I'm waiting once again for the good weather to arrive so I can carry out some 'checks' and modifications to the OD in order to have an overdrive that works for more than 20 mins. That story will hopefully be ready for next month.

1979 Commission Plate change.....



During 1979 initial commission plates showed Triumph Motors British Leyland UK Ltd as the manufacturer and later ones BL Cars Limited, as shown in the two photographs. Andy Horton is trying to restore his '79 Spitfire back to original so wants to establish when the Commission Plate changed style. The usual sources have not been very helpful so if you have a '79 Triumph Spitfire can you check the manufacturer name printed on the plate and the commission number and let me know both. Hopefully there are enough '79 owners/members to determine the commission number at which it changed (give or take a few hundred).

Alternatively if you know the answer to Andy's query please let me know and I'll pass it on.

Stay safe.

Steve

Vitesse 1600, Mk 1&2

DAVE RUMENS vitesse@tssc.org.uk

Feedback & Variable Speed Wipers

Hello folks, Spring should with us now and we are moving forward with the current round of covid vaccinations.

So, hopefully by mid-April we may be able to have our Triumphs out onto the road. Get that battery charged up, some air in those tyres and behind the steering wheel of that Vitesse. Hopefully, I should be able to get SUT out into the Spring sunshine and get some of those Vitesse miles in now the weather's improving. Fingers crossed. Moving on to matters in hand I am glad to say we have had some feedback to a couple of member's articles.

The first is from **David Laws** and is really appropriately named **Nostalgia Reigns**.

Dave, I enjoyed immensely the tale of the Mk1 Vitesse given away as a prize by James May & the spin at the roundabout at Clonakilty. It certainly chimed with me, as I drove a 1964 1600 Vitesse purchased 2nd hand in London in 1966 & taken to Dornie in the Scottish Highlands in the employ of Ross & Cromarty Highways Department. I found my solution to the 'Swinging Arm Problem', after having spun off the A1 already, was to load the boot with a full sized concrete kerbstone, and to furnish the beast with Michelin X tyres! The Vitesse still gave a regular 36mpg over 70,000miles, and was bodily tatty, but still mechanically sound, when sold. As you may gather I have fond memories of CLL451B! It was at more or less the same time as the James May / Neil Briscoe escapade that I took my family, in my company Sierra, to Ireland for the first time, tracing almost exactly the same route as the pair,

and ending up in Courtmacsherry Coastguard Cottages via the roundabout at Clonakilty where the spin took place!

No wonder the tale raised memories!

David Laws.

I agree with David one of the first things we did in the 1960's was to have something heavy in the boot of a Herald or Vitesse to help keep the rear wheel camber under control.

The next is from **Henry Jones** and concerns the fitting of a servo.



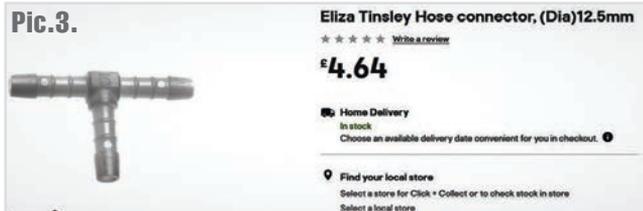
Pic. 1.

Dave, I read the Register article this month with interest. As the photo shows, Picture 1, the servo on my Vitesse is in the same position as

Mr Illingworth. However, I have made no manifold modifications, instead I cut the (rubber) pipe from manifold to Smiths Emission valve and inserted a T-piece. The non-return valve came from the Vauxhall garage many many years ago – I think I went and asked for a non-return valve for our Astra, and used



Pic. 2.



two which will suit the rain on the windscreen. In other words, the variable speed should be able to match the rain water on the windscreen as opposed to a couple of fixed speeds.

Having assessed the variable speed is the best option the next thing to consider is the type and

availability of a suitable rheostat, [Picture 5](#).

that. The T-piece, [Picture 2](#), came from B&Q, the section in the store may have been labelled 'brewing equipment', they had 'food grade' poly tubing (so obviously ideal for a manifold connection). A web search for 'eliza tinsley hose connector' gets you to the right sort of place. The 12.5mm T piece currently retails at £4.64, [Picture 3](#). Hope this helps.

Regards,

Henry Jones.

Thanks Henry useful feedback.

Many thanks both, as it always good for us all to hear of other members' experiences as it gives us a broader view.



As far as car rheostats are concerned the type now available is used to control the brightness of the dash instrument lighting. The other type was used to control the speed of the heater fan on some of the 1950's cars and is less commonly available. The dash light type can be purchased new or found as used at an Autojumble. From my pile of junk,



Last month I covered turning your single speed wiper motor into the two-speed type. As promised I did look into the details of using the Toledo/Dolomite two speed, [Picture 4](#), switch and found this would need an extra relay to interface with the earlier wiper motor used on the Vitesse. I have worked out the details and if the members wish to go in this direction I can provide the information.

However, I believe an easier and maybe a more user friendly way is to go for is a variable speed modification. My thinking behind this is not just it's a simple matter of replacing the two-speed switch with a rheostat but due to the reduction of torque that occurs as the speed is increased there will be an optional point between these



sorry spares, I used one from a TR7 (TKC3936, Lucas model type 3R), [Picture 6](#).

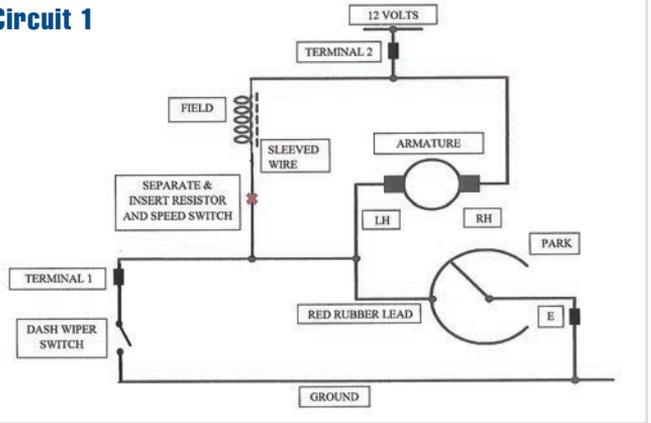
The same type is also used in the Triumph Stag.

As it is controlling a number of bulbs it's power rating is sufficient to handle the current being drawn in the two-speed circuit. Its resistance was measured from zero to 4.5 Ω . The 4.5 Ω was a little lower than I would have liked but on the positive side the rheostat did have an off, open circuit, position which meant 6.8 Ω resistor was still capable of providing the full fast speed. So, the best of both worlds. If the rheostat doesn't have an off, open circuit, position then the higher resistance ideally should be around 10 ohms and of course the lower should still be zero ohms. Using the 10 Ω rheostat will reduce the parallel effect across the 6.8 Ω resistor of reducing the overall resistance.

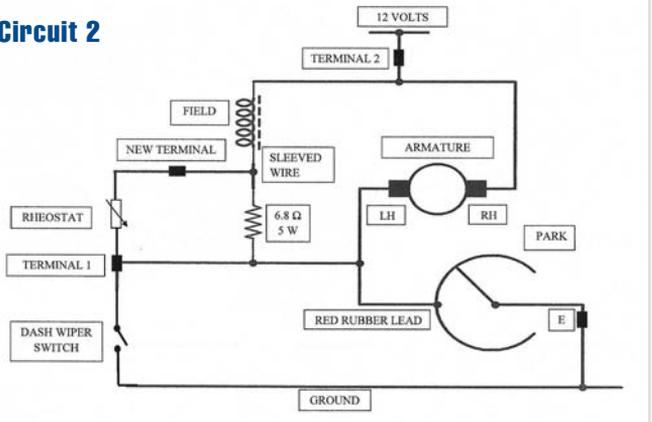
Now to the easy bit, all you need to do is fit the rheostat instead of the two-speed switch, [Circuit 1](#) and [2](#).

That's it for this month,

Circuit 1



Circuit 2



Stay Safe and Keep Running On All Six

Dave



Available Again!

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

e-mail. clubshop@tssc.org.uk

Stromberg CD150 Heat

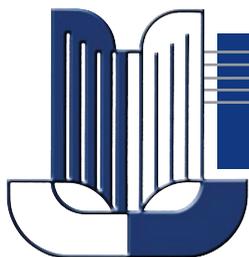
Ready for the Summer Heat?

CD150HS - Aluminium Heatshield

Suits Vitesse & GT6 and Herald 13/60,

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Readers Write

e-mail: courier@tssc.org.uk

Show & Tell Trunnion Oiling

Hi Bern

I enjoyed Malcolm Huxtable's 'Show and Tell' in February's Courier and it got me thinking. I only have one grease gun and have always swapped grease for oil, when it is time to 'oil those trunnions'. It's a messy and wasteful exercise and despite my best intentions I have never bought a gun which can be dedicated to oil (yes I know the Club shop sells them). Anyway I have a ready supply of 10ml syringes and found a short length of windscreen washer tubing, so though I would have a go. After removing the fitted grease nipples I couldn't seem to get the pipe to fit nicely into the vertical link, so I fabricated an adapter using a short length of 1/4"



UNF screw, drilled using a lathe with a 2.5mm (3/32") hole down the centre and the threads removed at one end to provide a point of attachment for the tubing. A lock nut is used to hold it tightly into the link as shown.



It worked a treat, with the oil going in surprising easily and seeping out of the top seal in the usual satisfactory manner. Thanks Malcolm.

Ian Foster

Wareham, Dorset
TSSC Member



Recognize this Triumph Trader?

Chairman Chris Gunby was recently sent this picture of a very well known Triumph Trader dealing in very rare Triumph Parts. His First Car we believe, a 1960 twin carb 948cc Herald convertible in Jasmine Yellow pictured here in 1969.

And the answer is?.....

Mick Dolphin



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

Repair Time Schedules

I have obtained a scanned copy of an official Standard Triumph document which lists the repair times for the majority of repair operations on a GT6.

This would have been used to work out warranty claims, quote labour charges to customers and plan the work schedule in the dealerships back in the day.

evitable struggles to undo rusty nuts and bolts on cars which are well over 40 years old!

Nevertheless I thought it would be worth going through the sections over a few articles in the courier and to make it more interesting include some pictures where I have carried out some of the tasks myself or extracts from the factory workshop manual.

Looking at the Document I think it's based on a MK1 GT6, although MK2 and 3 would have some differences (eg Rotoflex suspension, different trim and body etc) it does give a clue on times. The Operation Number cross refers to the relevant section in the factory workshop manual.

The last section details times for repainting. This is interesting as I knew a paint sprayer at a main Ford dealership and he was paid on the official job times for refinishing panels/whole vehicles. If he did the job in a quicker time ie a 5 hour job in 3 hours he still got 5 hours pay, but if he made a mistake and had to do it twice he still only got 5 hours pay!

Extract from the forward section of the document
"The time quoted for each operation is complete except where otherwise stated and should be within the capabilities of all Distributors and Dealers who use the special tools recommended and follow the procedures given in the workshop manuals. Testing and diagnosis times are not included but an allowance has been made for the non-productive time involved in requisitioning parts and tools. The times listed in these schedules form the only basis upon which the labour content of Warranty Claims will be assessed.

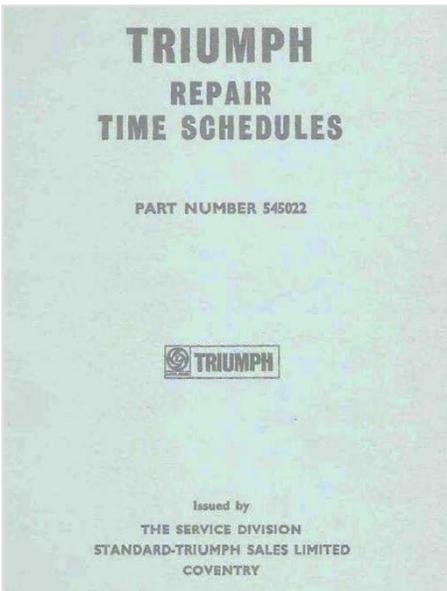
These times relate to comparatively new vehicles, this is, those within the warranty period and may not be applicable to vehicles which have been in service for a considerable time, when unforeseen difficulties such as seized or broken studs, etc, can add considerably to the time required. The schedules can however be used for the preparation of estimates and for measuring repair shop efficiency."

Glossary of Terms Used

Replace - To Remove a component, or assembly, from the vehicle and refit the same, or a new component or assembly,

Overhaul - To remove and assembly from the vehicle, strip, examine, rebuild and refit the same.

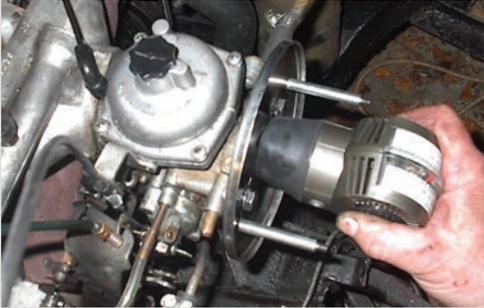
Install - To fit a new part or accessory.



This is also useful as a guide to judge how long it will take to carry out work on your own car, although I'd add quite a bit of extra time to take into account that you probably won't have the benefit of a fully equipped workshop at home with a 4 post lift and all the proper Standard Triumph serve tools. Also it doesn't take into account any of the in-

Group 0 - Maintenance and Minor Adjustments

Operation No	Unit Description	Hours
0-111	Battery, Top up and Clean Surface and Terminals	00.20
0-111	Air cleaner element, Replace.	00.40
0-112A	Fan Belt Tension, Adjust	00.20
0-112B	Fan Belt, Replace	00.30
0-112C	Engine, Tune, Includes Cleaning and adjusting spark plugs, Distributor points, carburetors and petrol pump, adjusting Tappets, checking ignition timing and testing.	03.00



Balancing the Carbs on my car using a Webber Synchronometer for tuning them



Removing the Rear Brake Drum on my car

0-112D	Distributor points, Clean and adjust or replace.	00.30
0-112E	Sparkign Plugs, Clean, adjust and test or replace	00.50
0-114A	Crankcase Breather Valve , Clean or replace	00.30
0-114B	Oil filter element, Replace	00.40
0-115A	Fuel Pump bowel/gasket/gauze, Replace, includes cleaning	00.30
0-115B	Brakes, Adjust (rears only)	00.30
0-115C	Brake Drums, replace, includes de-rusting	(each) 00.30
0-115D	Front Hub Bearings, Adjust	(each) 00.30



Balancing the Carbs on my car using a Webber Synchronometer for tuning them

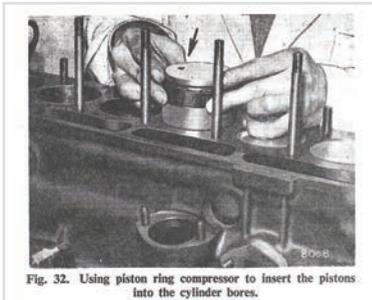


Removing the Rear Brake Drum on my car

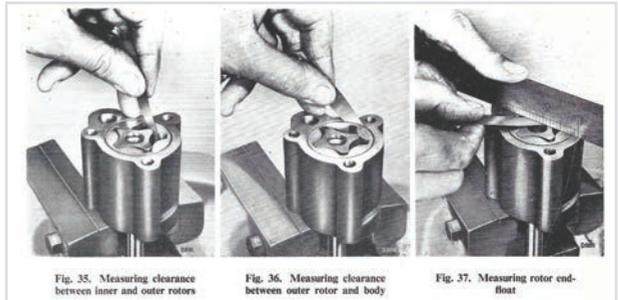
Group 1 Section 1 Engine Overhaul

Operation No	Unit Description	Hours
1-108A	Oil Pressure Relief Valve or Spring, Replace	00.30
1-108B	Engine Front Mounting, Replace one	00.50

Operation No	Unit Description	Hours
1-108C	Engine Front Mounting, Replace both	00.80
1-108D	Rocker Cover Gasket, Replace	00.40
1-109	Engine and Gearbox, Replace, includes detaching and refitting Gearbox	06.60
1-112	Engine, Reconditioned Unit. Replace. Includes changing over ancillary Equipment	08.80
1-113	Cylinder Block, Replace	18.00
1-115A	Crankshaft, Replace	12.10
1-115B	Centre Main Bearing, Examine	03.00
1-116A	Front Sealing Block, Replace	08.80
1-116B	Crankshaft Thrust Washers, Replace	03.00
1-117	Crankshaft Spiggot Bush, Replace	05.70
1-118A	Gudgeon Pin Bush, Replace, add to 1-133B	00.50
1-118B	Gudgeon Pin Bushes, Replace all, add to 1-133C	02.00
1-122A	Valves, Decarbonise and grind in valves, inc tuning engine	08.00
1-122B	Valve Guides, Replace and reface valve seats.	
Add to 1-122A	(each)	00.20
	(full set)	01.30
1-122C	Valve seat insert, Install. Add to 1-122A	00.60
1-124A	Rocker Shaft Assembly, Replace	01.20
1-124B	Cylinder Head Nuts, Check Tightness	02.00
1-125	Rocker Shaft Arm, Pedestal or Spring, Replace	01.70
1-127	Crankshaft Pulley, Replace	01.60
1-128A	Fan, Replace	01.40
1-128B	Distributor Drive Gear, Replace	01.00
1-129	Distributor Timing, Check and adjust	00.30
1-130	Starter Motor, Replace	00.70
1-131A	Generator, Replace	00.50
1-131B	Generator Bracket, Replace	00.70
1-132A	Cylinder Head Gasket, Replace	03.00
1-132B	Tappets, Replace	03.20
1-132C	Valve Rocker Clearances, Adjust	00.50
1-133A	Rear Oil Seal, Replace	06.60
1-133B	Piston and/or Rings, Replace any one, includes checking conn-rod Alignment.	07.40



Replacing a Piston, picture from the factory manual



Checking the Oil pump, pictures from the factory manual

Operation No	Unit Description	Hours
1-133C	Piston and/or Rings, Replace all, inc checking conn-rod Alignment.	09.50
1-133D	Conn-rod bearings, Replace any one pair not disturbing pistons	02.90
1-133E	Conn-rod bearings, Replace all without disturbing pistons	03.90
1-133F	Oil Sump and/or Gasket, Replace	02.50
1-134A	Oil Pump, Replace	02.80
1-134B	Oil Pump, Overhaul	03.40
1-134C	Engine Bearer Plate and/or Gasket, Replace	03.00
1-134D	Flywheel, Replace	05.70
1-134E	Starter Ring Gear, Replace	06.50
1-134F	Camshaft, Replace	07.50
1-134G	Timing Gears, Replace	02.70
1-134H	Timing Chain, Replace	02.40
1-134I	Timing Cover, Replace	02.10
1-134J	Timing Cover Oil Seal, Replace	02.30
1-134K	Timing Chain Tensioner, Replace	02.30
1-134L	Rear of Engine Core Plug, Replace	01.90
1-134M	Rear of Cylinder Head Core Plug, Replace	03.30
1-134N	Front of Engine Core Plug, Replace	03.10
1-134O	Left Hand Rear Core Plug, Replace	00.90
1-134P	Left Hand Front Core Plug, Replace	00.70
1-134Q	Right Hand Core Plug, Replace (one)	01.80
	Additional Plugs (each)	00.20



Timing Chain and Gears Replacement on my car

I'll go through the sections covering Cooling System, Fuel System, Exhaust System, Clutch, Gearbox, Overdrive and Propshaft in a future article.

Members Car

GT6 owner **Robert Johnstone** sent the following mail through to Bern our TSSC Courier editor with some pictures of him playing with his GT6 MK3 in the snow.



"In response to the cover page of issue 488 of the Courier 'Use it! Whatever the Weather...', I got my MkIII GT6 fired up in the snow last week. It certainly was a struggle, with the -5°C temper-



atures, the summer spec oil in the carbs was certainly pretty viscose, not providing decent fuelling and unable to maintain an idle.



I thought I would share some photos, purely for entertainment. It was a shame that due to



Robert playing in the snow in his "snow coloured" MK3

Covid I wasn't able to get anyone out to capture some sideways action. Probably the most fun I have had to date in my GT6!"

Robert Johnstone
Kent

From the Archives

This month's from the Archives are a couple of nice historic motorsport picture that I can across on facebook recently with a MK1 GT6 competing in a Hill Climb in 1968 and a Rally in 1967.

The first photo was initially posted by the driver, **G rard Halm** and subsequently shared in the Triumph GT6 facebook group by **Jean-Jacques Cherdo** .

This was an action shot from a Hill Climb race in Saint-Nicolas-Aux-Bois, near Laon, France I contacted G rard to ask for permission to use the picture in the Courier and he was more than happy to do so.

What a great picture G rard!

The second photo also posted by G rard and shared by Jean-Jacques featuring drivers MM.

Andy



**1st National Hill Race of SAINT-NICOLAS-AUX-BOIS (02)
Organiser: ASA JEAN ROLLAND - CHAUNY - SEPTEMBER 28, 1969
No 64 Gérard HALM (GPA) TRIUMPH GT6 MKI Group 3
Photo André Bouvet Gérard Halm Collection**



**"BRUNIC" and Ady CHANEL at a Rally in the Lorraine Region of North East France.
14th RALLYE INTERNATIONAL DE LORRAINE 1967
MM. "BRUNIC" and Ady CHANEL pose next to their their TRIUMPH GT6 MKI No 88
Photo A. Conrath Jean-Pierre Bainier Collection**

SPECIALS

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New Cars for Old....

I'll admit I'm struggling for that spark of inspiration I need to get me started on producing another thousand erudite words for your entertainment. What I'm going to do is put out one of my regular pleas for you readers out there to send me some pictures of your kit car or special, or of any Triumph-connected kit cars or specials you've come across. Some associated words would be good also; it doesn't have to be anywhere near a thousand words, I'm quite happy to pad.

With that, I'll see you next month.....

No, don't worry, I am not going for the record shortest article ever in the long history of this venerable publication, I'm sure I'll pull something from my sleeve.

Though a lot less in number than the heyday of the eighties there are, in theory at least, still a few kits you can buy new to convert a Herald/Vitesse/Spitfire/GT6/Equipe, if you've got one of these cars with its body more iron oxide than steel (I know the Equipe body is mostly not steel!).

One of those goes by the



name Formosa 120GR. I first told you of the existence of this model in my Courier piece in November 2017. The first completed car was the Red **UXG194** I featured in that piece.



The force behind the Formosa is a chap called **Gary Janes**, his current company web address is www.formosacars.co.uk and I've reproduced here his introduction to his product:

"The concept we offer isn't new, car enthusiasts have been working away in little garages all over the world building their own creations for decades. Hot Rodding in America,

These original cars are now making seven figure sums, even eight figures regularly, so that was obviously out of the question. The replica bodies were also too expensive for my pocket and the old original fibreglass bodies from the first wave of offerings were rarely available and often in very poor condition.



The only option open to me was to create something myself. My first example of this proved to be ok, built very cheaply, no doors, boot etc.; simple flip front, no inner structure, and I did build a few and sold some bodies to home builders... but something was missing. I loved the little car, but it wasn't truly what I had wanted to create,

primarily, started in the late 1920s through the 30s and 40s into, arguably, its heyday of the 50s and 60s, and continues to be a huge industry to this day. The UK arrived to the Hot Rod scene a little later and there is still a large following in Europe. Alongside the Hot Rods another style of home-build was proving popular here and in the USA...

so I started again.

This time I was very fortunate to have the help and guid-



'Special' bodied sports and racing cars were being built in the pre-war years and grew from strength to strength up into the 70s and 80s, when increasing legislation, amongst other factors, started to slow the interest in kit cars and such on a 'man in his shed' level.

This is where Formosa joins the story; I saw some of these Special bodied cars, as well as replicas of more exotic sports cars of the 1950s, notably the range of racing Ferraris, Maseratis and little Porsches from around 1951-1960, and I immediately wanted something similar.

ance of an ex-pattern maker and laminator who had just retired from Sunseeker Super-yachts, and he also had a background in creating fibreglass race cars and hot rods; a man by the name of Glan Richards. Together, over a period of approx 10 months, we shaped and created a bodyshell that had all the features I liked from various cars of that bygone era, but the design didn't lean heavily or replicate any particular marque or model, thereby avoiding all the copyright and patent issues that replicators can have problems with. A stand alone car that was immediately recognisable as a 1950s race car."

Some typically "**flowery marketing speak**" there, forgiveably I suppose, but hard to dispute that a properly finished Formosa 120GR does have a certain presence. Just a few

weeks after I wrote of the model in 2017, I actually came face to nose-cone with that very first car, UXG194, in the car park of the restoration show at the Shepton Mallet show-ground. The car attracted a lot of attention and, as you can

with a 1596cc engine) to a Formosa constitutes a “substantial change”?

I’m afraid it should be presented for



see, the man who brought it let me sit in it (thanks to **Adrian Morris** for the photo above). I was quite impressed; it seemed to be a really good car.

I can see today from the DVLA website, which has UXG194 as a “**Triumph Formosa**”, that it is apparently currently still road legal, as it is taxed until October 2021.

I say “apparently” as there does seem to be an anomaly in its road legal status; according to the DVSA site the car has not passed an MOT since October 2017.

This means that when its current road tax was applied for it didn’t have a current MOT, which probably means the car’s owner has declared it exempt from MOT, presumably on its 1962 first registration date.

Well, I’m afraid, as I think, this Formosa is not eligible to be exempt from MOT; here’s an extract from the gov.uk web site. You do not need to get an MOT if:

- **the vehicle was built or first registered more than 40 years ago**
- **no ‘substantial changes’ have been made to the vehicle in the last 30 years, for example replacing the chassis, body, axles or engine to change the way the vehicle works**

Read that second bullet point; surely the switch of body from the original Vitesse (the car is described as being based on a MK1 2-litre Vitesse, though the DVLA has it now 40

an annual MOT until 2047.

In the May 2019 Courier I included some pictures of another Formosa bodied car, which was then being advertised for sale on Ebay, apparently having just been built. The car’s reg was **JSL795**, and there were a few odd things about it, which is why I’m not reproducing a picture of it here. The seller’s description said the car was “*based on a special chassis registered in 1958*” and its front suspension is Triumph based.

The DVLA has it as a “**Rover F120GR Special**”, with a year of manufacture 1958. It has not been taxed since March 2020, and it apparently has not been MOTd since electronic records began. In the Ebay entry the seller declares the car to be exempt MOT, which, again, it isn’t.

The pictures of the other car I have included, the silver/grey **RGX525F**, I have taken from the company’s Facebook pages, I’m sure they won’t

mind. This car is interesting. Obviously it is interesting partly just because of how it looks. DVLA has it as a "Formosa 120GR", year of manufacture 1967, engine capacity 1592cc and it is currently taxed. The DVSA has it described as a Triumph Herald 12/50! Which, I suppose, gives us a clue to its original donor. The car passed an MOT on 12th February this year, having not passed one since May 2016.

Staying with the donor issue... it turns out that a car with registration RGX525F was sold at auc-



Donor - Burlington Arrow

tion in November 2014, for the hammer price of £3,800. Here is the catalogue entry for that car, "A 1967 Triumph aluminium bodied sports special, registration number RGX 525F, old English white. Based on an extended Triumph Herald chassis, this special is fitted with a Burlington inspired aluminium sports body.

Unusually, instead of the underpowered 1200cc or 1300cc Herald engine, this version is installed with a Ford Pinto 1600 overhead cam engine with competition exhaust, which is mated to a Ford four speed all synchromesh gearbox.

The interior is trimmed in red vinyl with bucket seats and removable roll bar. With its 15 inch TR6 wheels, leather bonnet strap and 1930s Lucas bullet shape headlights, it looks every inch a purposeful machine. Having been cherished by the owner from 1986, he has covered only 2,400 miles in that time. This well fettered special is now ready for hill climbing, sprints, trials, rallying or whatever type of motorsport takes your fancy and would make a great car just to go to your local pub. V5C, MOT to April 2015."

Yes, and the Formosa Facebook postings confirm this, the donor for this Formosa 120GR was indeed a **Burlington Arrow**. I've not come across this before, a 1980s Herald kit car being dismantled and turned into a new kit car.

These Formosa 120GRs really are quite attractive, from most angles, and I'm sure they can be made to drive very well, turning plenty of heads as they go.

One piece of advice I'd give any prospective customer, it's worth checking thoroughly with all relevant government departments that your completed car will comply with all current registration and vehicle construction rules.

Trevor

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



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STAG

PHIL WILLSON stag@tssc.org.uk

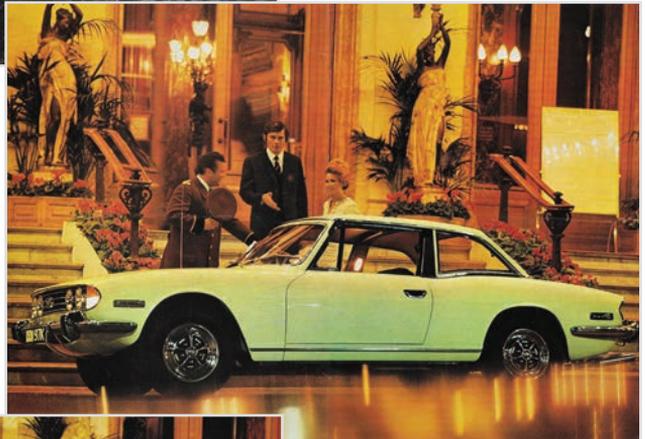
Taking us for Fools?



Pic 1. The very first Stag, LD1, on publicity duty in France

The Stag had its press launch in June 1970 but before then the fancy brochures had to be produced. The first pre-production car, LD1 with registration RRW97H, went to the South of France for a whole series of expensive publicity shots.

One such is shown in photo 1. Another shows an elegant couple with the same car outside a posh hotel. Not being ones to waste money (they did, but that's another story), these photos were then re-used for the next 3 or 4 years, even into the start of the Mk2 era. Photo 2 shows LD1 again but the registration has been subtly updated to RRW97K. Photo 3: And again, in fake Mk2 guise and looking a year younger. Then, a year later, the car has



Pic 2. LD1 again but with registration modified

magically become a Mk2 with side stripes, black sill and registration RRW97L. Of course, they could get away with this because,



Pic 3. LD1 in fake Mk2 guise and looking a year younger.

even at launch, the MK2 still had steel wheels as standard. The Stag alloy wheels were only an option from 1973 and standard fitment from 1975. So, even in the days long ago before Photoshop, the camera could be made to lie. Manufacturers still play this game today. Later Stag brochures were entirely re-shot to show the Mk2 in all its glory.

Temperature Compensation

In the name of emissions control especially for the American market, a little unit was added to the side of each carburettor (on all but the very earliest Stags) it goes by the name of Temperature Compensator.

They get a mention in the Emission and Evaporative Loss section of the workshop manual but only to the extent that a faulty one could lead to poor idle quality. It then says replace if faulty. That's all the help you get and I couldn't find any reference at all in the Haynes manual.

Anyway, they can be serviced and the seals changed but you just need to be careful. I have previously run scared of these devices but this time decided to have a go – and they're really not that complicated.

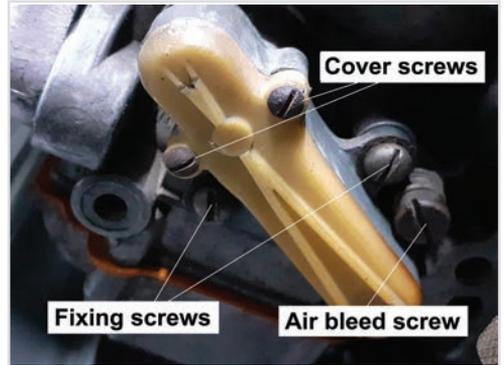
So, good old **Grampian Stags** to the rescue again! They have an article in the technical section reprinted from a US Vintage Triumph Register article. www.grampianstags.net/TCs.html The author, Steve Sutton, had a TR6 which, as we know, would have been equipped with twin Strombergs for the US market. Please download and read this article as it gives some of the background to what we are doing.

The units can be removed with the carbs still fitted to the car but I did it as part of a thorough clean up. I bought the basic gasket set FUE212 from Robsport (about £15) but more comprehensive kits are available often referred to as service or repair kits.

It depends how far you want to go. My carbs were full refurbished in the late 90s and just need a refresh.

If you are tackling just this one job then you actually need even less as there are just two types of seal required. They appear to be made of a squishy rubber that crush when you refit the unit and provide the necessary air seal. You would need 2 of each of part numbers 516971 (small) and 516972 (large).

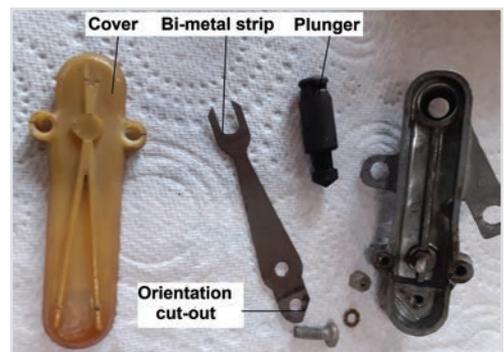
The removal, dismantling and testing are illustrated in [photos 4 to 9](#)



Pic 4. TC unit on side of carb. Undo two fixing screws and pull unit away



Pic 5. Remove Covers



Pic 6. Dismantled unit: parts identification



Pic 7. Testing before and after carrying out work



Pic 9. Insert smaller seal (516971) into carb body



Pic 8. The two seal positions

You can test the operation of the units before you start by popping them into a pan of water and heating it up slowly to see what temperatures they operate at. A cheap cooking thermometer can be used for this but I still have a good old (now illegal to buy) mercury thermometer. In the article it suggests that they should just open at about 115F/46C, be half open at 125F/52C and fully open at 140F/60C.

You will never get them exact but, as pointed out, the important thing is that they act more or less together. The main fault you are likely to find is that one or both plungers stick because they are gunged up.

So, dismantle each unit carefully. Remove the adjusting nut and washer, then the cross-head fixing screw, the bi-metal strip and plunger. Then thoroughly clean every part, especially the plungers and the cylinders in which they operate. Also remove the old washers from in the carb bodies and clean those holes as well.

The bi-metal strips should be more or less straight but a little gentle straightening may be in order, just don't go too mad to get perfection. Then reassemble but only nip up the adjusting nut so that it holds the plunger in the closed position.

Then it's back to the saucepan as in photo 7.

I worked over several cycles of heating and cooling until the two units were more or less in synchronism. These are slightly crude mechanical unit so just get them working together as best you can. I actually got mine to operate very close to the figures mentioned above. Once there, it doesn't do any harm to add a little thread lock. I didn't have any so I used a spot of outdoor polyurethane varnish and let that harden. After that, put the covers back on and reinsert the units into the carbs and tighten the fixing screws. You can get nice new white covers as well if your old ones are split or badly stained (part number 516968) but how long they will remain looking pristine who knows.

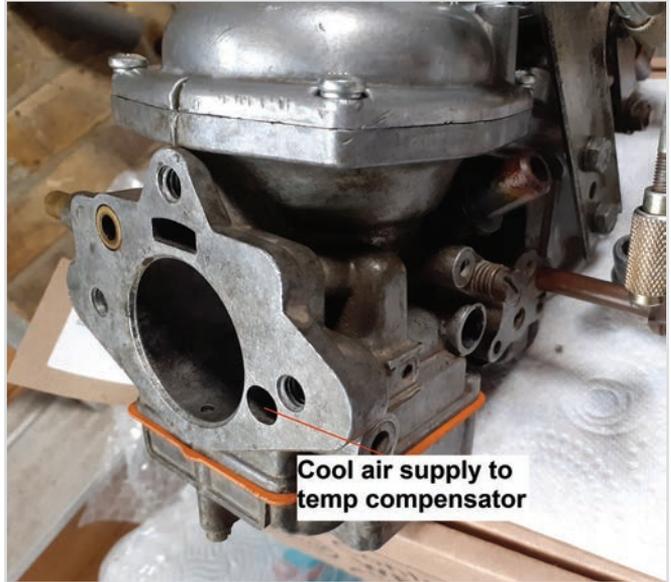
The other screw you can see in photo 4 is what

I have called the air bleed screw. It is basically a needle-ended screw that opens up a bypass to the temperature compensator. The initial setting should be fully screwed in and will probably be left that way. It would come into play if you are tuning the carbs using a gas analyser so that you can get to a finer setting. There is little point adjusting it without that kind of feedback.

On a final note, as mentioned in the American article, some people have done away with the temperature compensators all together and then blocked the bypass off but the general consensus seems to be that you should not do this.

When fitting the air cleaners back on make sure that the hole shown in photo 10 is clear as that is the air supply to the compensator. Some versions of the gaskets only have the one hole in this position and it is easy to fit the wrong way round. More modern versions of the gaskets are more accommodating and have a symmetrical pair of holes so that you can't get it wrong.

That's enough technical stuff for this month. Undoubtedly a measure of carb tuning is going to be required if your compensators were not working correctly before.



Pic 9. Air supply hole for temperature compensator

Normal procedures can be adopted to do this that I may cover in a future article.

At the time of writing I have not tackled that aspect but it will be done soon.

Even after the clean-up and a very basic tune my car is going so much better already and the idling is more predictable.

Have a good month and get your Stags ready for Great Malvern in August, please!

Phil



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TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Andy Luckhurst's Maladies

FINALLY COME TO A HAPPY CONCLUSION - PART 6

This report was sent in by Bern Littlewood for last months issue and I missed it when prepping for print, so here it is now with apologies to all.

Bern, Ed.

This month Andy Luckhurst finally finishes the re build of his TR4 engine after finding the engine oil contaminated with coolant due to the failure of the figure of 8 gaskets, over to you Andy

Clean up and reassembly

Removal of the crud, scale and rust from the voids which normally house the liners was a time consuming activity. I was also very aware that I needed to try and prevent crud from getting into the rest of the engine. This was easier said than done! I found that wrapping the big-end bearing journals in cling film allowed some protection, but there was still a lot of crud getting into other orifices.

I made sure that the figure of eight shaped "shelves" on which the gaskets sit were thoroughly clean, and free of crud and the remains of gaskets and sealant. Once I was happy that I had cleaned up the liner voids thoroughly, I used a combination of methods to clean the loose crud that had escaped to the bottom of the engine. A vacuum cleaner helped with this. I also used copious amounts of WD40, which dispersed much of the dirt and particles.

The gauze filter attached to the oil pump was covered in crud.

I removed it and cleaned it in petrol. I spent ages ensuring that the engine innards were spotlessly clean – the last thing I wanted was damage once everything had been reassembled. At long last I could start the reassembly.

I had measured the thickness of the Figure of Eight gaskets with a vernier caliper. The steel ones were 0.016 inches and the copper gaskets were 0.020 inches. The liners needed to stand

proud of the block by 0.003 – 0.005 inches. This is measured by putting the Figure of Eight gaskets in place (dry) and clamping the liners into place, then putting a straight

edge (I used the edge of a steel ruler) across the liners and inserting a feeler gauge into the gap between the edge of the liner and the top of the engine block. I made the clamps using steel pipe and washers. They are held down on the cylinder head studs using the cylinder head nuts.

I had read lots of articles on the forums and the suggestion was that having the liners tightly clamped would give a more accurate reading. This is absolute rubbish! The Triumph workshop manual showed the liner protrusion being measured without clamps in place.

Although the clamps should be used to ensure that the liners are correctly bedded down, it makes no difference if they are removed whilst measuring – it is then much easier to measure at various points around each liner in order to get a consistent reading.

The process is laborious because there can be variances in the way the liners fit depending which way round they are. I was also (despite my efforts in cleaning everything) disturbing small particles of rust each time I took the liners and gaskets out and re-inserted them. Any small particle can affect the way that the liners are seated, and the gaskets can also become damaged if care is not taken.

With various trial fittings, all with the thinner steel gaskets, I could not achieve a liner protrusion of less than 0.009 inches – too much. I had spent a couple of days fiddling about, removing and re-inserting the gaskets and liners. I was getting fed up. I removed the liners one more time in readiness for final fitment. To complete the fitment, a gasket sealant should be used. I used Wellseal, which has been around for decades and is recommended by many sources. I used a small paintbrush to apply it to the

shelves within the engine, each side of the FOE gaskets and the lip on each liner. I then clamped the liners down and checked the clearance one last time. I was now getting readings of between 0.0010 and 0.012 inches.

I abandoned the job until the next day.

The next day, out came the liners and FOE gaskets, and I cleaned off all traces of Wellseal. Despite my efforts to keep everything clean, some small particles had got between one gasket and its liner – that would explain why the clearance had increased. I made further efforts to clean the inside of the engine.

I checked the dimensions of one of the new liners by placing it on a flat surface directly next to an old one. Sure enough, there was a small difference in height. This confirmed my theory that the original liners had been skimmed with the block. If I was to use the new liners, I would need to get them machined down so that I could achieve a clearance within the correct range of 0.003 – 0.005 inches. But we were in lockdown. It could be months before I would be able to go to an engineering shop to get this done.

My only other option was to re-use the old liners. Their outer surfaces were covered in rusty crud, but their insides were in good shape, so maybe this was not such a bad idea.

Lots of hard work with a wire cup drill attachment had the outside of the old liners looking almost new. Once completed, I trial fitted them using the steel gaskets. After a few false readings I proved that they were indeed flush with the surface of the engine block.

But I still had the unused copper FOE gaskets. These were 0.004 inches thicker than the steel ones. They had the added bonus of not being prone to corrosion over time. Trial fitting them confirmed that I finally had the correct clearance, and at long last I was able to apply Wellseal and complete the fitment.

Success – perfect clearance all round!

Once this final fitment was complete, I ensured that all liners were tightly clamped in readiness for the piston replacement – this is important in order to prevent the liners from moving.

I now ensured once again that all the engine internals were pristine before re-fitting the old pistons (although remember, they weren't really old as they had been replaced previously). Whilst the pistons were out of the engine, I had checked the piston ring gaps, which were correct. As so often during the restoration, I had surplus parts – maybe I'll use the new pistons and liners that I bought in the future, or if someone wants a set at a reasonable price, please get in touch.

The Cylinder Head had been upside down on the bench. I had kept the spark plugs in and filled the tops of the combustion chambers with WD40 to check that the valves were not leaking. There had been some seepage from one valve over the course of a few days, nothing major but it made sense to lap all the valves, which I duly did.

It was time to remove the clamps from the liners. I fitted the new cylinder head studs followed by the new head gasket (once it had been replaced) using Wellseal (the workshop manual suggests using a sealant, some people do not use one on the head gasket but I went by what the manual said). The head was fitted and torqued to the correct setting of 100 – 105 ft lbs.

The rest of the reassembly was then completed. I took the opportunity to replace all the coolant hoses and also the thermostat (when I ran the engine in 2019, it appeared to be running hotter than it should, so while I had everything apart, I tested the thermostat and found that it was not opening correctly).



The Conclusion

I am glad to report that once reassembled, the engine ran sweetly and the oil is uncontaminated. Since completing the work, I have driven the car approximately one mile along the private lane

that we live on. I can't venture further until I have completed some other jobs, but the light at the end of the tunnel is now strong, and I am expecting to have the car ready for the road in the next few weeks. It will be the end of a long journey involving hundreds of hours of time and a lot of money, but I hope it will be worth it and I am looking forward to being able to use the car properly once things return to normal.

Since the rebuild Andy has been able to use the car (lockdowns allowing) I hope that Andy's "maladies" have helped some members and have further endorsed the fact that there is nothing to be feared in re building a wet liner engine, I have re built many without any issues whatsoever.

Whether Copper or not, don't let your FO8's rot!

One of my recent appeals for TR related articles was answered by Wayne "Bully" Bull, who very kindly sent me the following interesting article and images about his TR4A, thank you Wayne and over to you in your own words.....

Chris meets Esme – an untold love story

By Wayne "Bully" Bull

Chapter 1 - My interest in old sports cars started at a young age. I brought my first before I was allowed to drive, a 1970 triumph Spitfire mk3 at the age of 16 for £500. It lasted me through school, and well into my first job. I sold her 5 years later for double what I had originally paid. I started looking for a Triumph TR5 soon after, but couldn't find anything road worthy as a daily driver, and those that did have a MoT, I couldn't afford. I therefore settled for a 1966 Triumph TR4A nicknamed Esme in September 1992 at age 24. For £5000, she was a good buy, with a long MoT, straight bodywork and a pretty rust-free body. Being a Californian import converted to RHD, she had shabby interior and terrible burgundy paintwork (you could even see the brush strokes), with a lime green engine bay. In need of a bit of TLC I thought?

I used her for a year or so with no major incidents, before taking her off the road for some

love and attention. My new house had a lovely double garage, so the body was lifted off and painted, along with the chassis and engine block. Put back together and MoT'd, all in about 6 months wasn't too bad, and meant I missed none of the summer open top motoring.

I left London for the Cotswolds in late 2001, and then to Bath in 2006. Bath didn't have a garage, so Esme went on holiday to a friend who had spare garage space. However, after winning two years as "worst car in show" at my local car show, it became obvious that after 12 years she needed some more work. A local club member agreed to take the job on, and I started to make a list of all the work I wanted done.

My initial list of work was limited to just a re-spray. This, however, grew and as Esme was stripped down and it became evident that at the ripe age of 40 she needed a bit more than a few minor cosmetic improvements. The chassis was blasted back to bare metal, repaired in places, and strengthened where recommended. The whole thing was then powder coated, and thoroughly wax oiled everywhere.

Poly bushes fitted, with the rear suspension converted to adjustable telescopic dampers. Front suspension was uprated, adjustable shocks and anti-roll bar.

The engine was completely stripped and cleaned. New pistons, liners, and cam were



Esme at Goodwood 2009

added. The crank was ground and all balanced. Cylinder head was converted to unleaded and slightly polished. Carburettors rebuilt with K&Ns and larger needles.

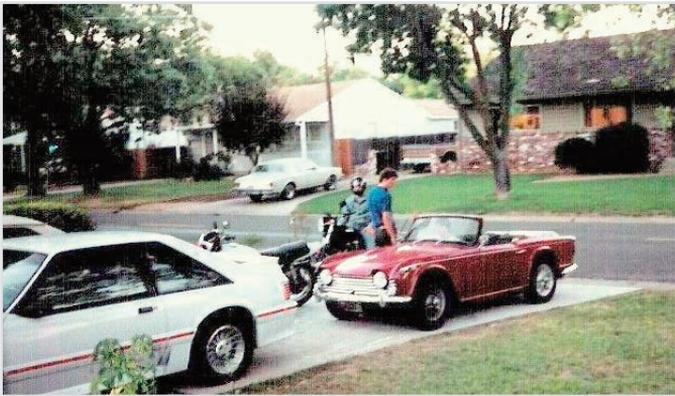
New wiring loom, alternator and thin belt conversion added. All other components were

taken back to bare metal, painted and refurbished, or replaced. The body was taken back to bare metal, and re-sprayed in two pack midnight blue. New stainless- steel bumpers and over-riders have been added, along with period Cosmic alloys also painted in body colour.

Finally, the interior has been replaced with shadow blue leather seats and trim, walnut dash, and new carpets. Three years of work later and Esme is now finished and back home. Only thing is home has moved again during that time.

Her first run out was to the 2009 Goodwood Revival. Two weeks later, Chris phoned.....

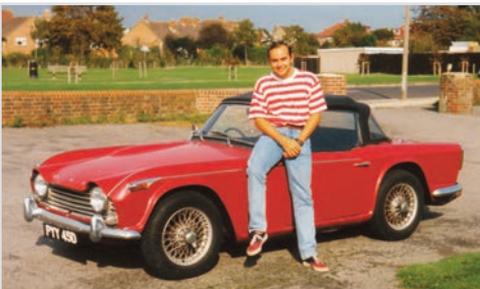
Chapter 2 - Chris is American. He lives just outside Sacramento near San Francisco, California.



CHRIS WITH ESME LOS ANGELES 1988

He brought Esme whilst still at college aged 19. All of Chris's college friends drove American muscle cars, but Chris wanted a classic British sports car, and a TR4A fitted the bill nicely. For a little over a thousand dollars she became his daily drive.

Owning a classic car whilst still in full time study is always an interesting experience. Money is



CHRIS WITH ESME LITTLEHAMPTON 1992

never readily available, and repairs or improvements are always done as cheap as possible. Chris also had his problems, and once needed to put the car into the garage to solve an electrical fault. Whilst in the garage, the owner added wire wheels, new seats and carpets, and some other bits Chris hadn't asked for. When Chris refused to pay for the extras, the owner refused to hand the car back, and Chris was forced to take him to court. Fortunately, he could prove the case, and Chris got Esme back with all of the extras at no additional cost.

Chris only owned Esme for about a year, selling her to finance a European holiday after finishing college. In poor condition, he just thought she would just be scrapped. He never thought that one day he would see her again.

Chapter 3 - It wasn't until many years later that Chris Googled his unusual surname on the internet, and up popped me and Esme.

We exchanged many emails during Esme's rebuild, keeping him up to date on rebuild progress, and Chris forwarding me memories, photos and tales of Esme dating back to 1988.



Chris with Wife Mandy - Goodwood

Then in late September 2009, whilst in the UK for a family wedding and his wife out shopping for the day, Chris took the opportunity to come up to Wiltshire and join Esme and myself for a



Me in Wiltshire 2009

beer and run out in the Cotswolds.

Chris loved seeing Esme again after over 20 years. As we chatted, he was able to help me identify where and when certain work had been carried out, accident damage that had now been repaired, and upgrades along the way. It was great to meet one of Esme's previous owners, and what surprised me more than anything else, was this guy was younger than me!

Details used at shows

1966 Triumph TR4A

Current owner: Mr Wayne "Bully" Bull

Reg.No. : PYY 45D Colour: Midnight Blue (originally TYP128) (Originally Conifer Green)
 Engine Size: 2138cc Engine Type: Straight 4 cylinder wet liner

Original Specification:

Disc Wheels, Heater, Black Leather Seats, Black Hood & Tonneau

History:

18 Aug 1966 – built

25 Aug 1966 – dispatched to Standard Triumph Motor Co Inc, Los Angeles, USA

Aug 1966 to May 1986 – not known

30 May 1986 – purchased by Sandra J Green, Palermo California, USA

21 Apr 1988 – purchased by Aaron Chris Updegrove, Sacramento, USA (\$1050)

25 Aug 1989 – purchased by Robsport International, and returned to UK
 20 Dec 1989 – converted to RHD

4 Mar 1990 – purchased by Kyriacos Zanti, London

18 Sep 1992 – purchased by Wayne Bull (£5000)

Restoration / Modifications:

Aug 1993 – Body off home rebuild. Colour changed from hand painted burgundy red to Triumph Midnight Blue. Rear springs and shocks upgraded, electronic ignition and Kenlow fan added.

Headlamps converted to halogen units, Moto Lita steering wheel, and a replacement stainless steel exhaust.

1999 – Surrey Top Added

2005 – Gearbox rebuilt and A type overdrive added. Flywheel lightened, and clutch changed to diaphragm type.

Front callipers refurbished, and steel braded brake pipes added.

2006 to 2009 - Body off respray, interior replaced (all leather), rewired, engine rebuild (unleaded, balanced, bigger bores), anti-roll bar added, Cosmic Alloys, gas rear shock, thin belt conversion, poly bushed.

2019 – Original steering wheel added

Chris left vowing to buy another Triumph when he got back to California, although he would need to gain some brownie points first with his wife. Perhaps she could go shopping again?

A repatriated TR is a fantastic car!

Bern



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TR7-8

ALL MODELS

PAUL LEWIS tr7-8@tssc.org.uk

TR8 MOT Time

Probably like a vast majority of people during the pandemic we have let our MOT's slip as we find that we have struggled to either get a space at the testing station or we are in lockdown.

As the light at the end of the tunnel is starting to get visible, I managed to get my TR8 and MG Xpower SV booked in for their annual test. The TR8 being built in August 1981, just two months before the last car rolled off the production line, is still young enough not to have free road tax or MOT exemption.

The car started on the button and it was nice to get behind the wheel, even though it was only a short distance. It does make me realise what we have been missing. Anyway, both the TR8 and the MG passed with no advisories and are now back home in the garage awaiting the chance of a road trip.

The TR7 project on the other hand has stalled





slightly where I have been focusing on a classic mini project. That has taken up my time and has not been without issues. Going back to the TR7 I have started the interior strip. I have been finding the dreaded rust but most areas of solid enough that after blasting or dipping will be good to go.

I have been looking for some original panels as replacements over the past few months and managed to find quite a few popping up. These are getting rare and expensive. So lots of jobs still left to do with two projects



on the go. If you have been working on a project I'm sure that other club members would love to hear about them, so drop me an email and we will get your story in print.

Stay safe.

Paul



BOND EQUIPE

GUY SINGLETON bond@tssc.org.uk

Memories of Days Past

I am now keeping my fingers crossed that for once Boris has got it right - but one has to believe in miracles.

Anyway hopefully come June there will be some kind of normality and shows, or at least outdoor events, will be possible. It will certainly be sometime before I am comfortable with large indoor events.

Anyway on that optimistic note, I can report that I am making progress with the potential **Bond Equipe Weekend**. At the moment, and it should be confirmed by the time you are reading this, it will - COVID permitting - be on the weekend of **10th to 12th September 2021** and be held in north Wiltshire or south Gloucestershire - I'm currently trying to finalise the

venue. The format will be an optional visit to Swindon Steam Museum on Friday the 10th starting at around 2.30pm, this is adjacent to Swindon Outlet Centre so there is an option for some shopping therapy for those who prefer it.

We would then travel to the main venue, and have an informal meal in the evening. On Saturday there would be a scenic drive around Wiltshire, hopefully calling in at a Car Museum, and visiting a number of White Horses and ancient sites, and then returning to the venue and having a more formal meal.

On Sunday we might have an informal show, and/or a shorter drive out and may return to the venue for Sunday Lunch before departing. The costs are going to be in the region of £330 per couple.

By the time this is published I will have contacted those who have already expressed an interest in joining us, if you are interested I will need to know by the end of May - at present we have provisionally booked for 10 cars, but should be able to

increase this if there is a demand.

Now moving on to car related matters, I have to say I have not done anything on my cars over the last month. We are currently building an extension to the house which means my spare time is tied up, so hopefully the cars will behave this year and I do not need to do too much work on them!

I did see on Facebook, a tired looking 1300 4s for sale, an SYB registra-



tion - originally registered in Taunton like our Mk 1 Spitfire, 382 SYB. The car did look to be restorable and had a few rare parts, the original steering wheel, and the 1300 numbers on the Bonnet. Unfortunately a later listing on the TSSC Facebook page offered the bonnet and rear tub so it looks as if



it had been scrapped which is a shame.

Paul Grogan has been busy over the last couple of months reworking some old Bond related videos and uploading them to YouTube, including



Bond Owners Club weekends and TSSC Yaxley Equipe weekends. You can find the videos at <http://bit.ly/BondVideos>.

The main videos where you're likely to see some familiar cars and faces are the following, but I'm sure others will also be of interest.

1988 TSSC 3rd Bond Equipes Rally at Yaxley

1990 TSSC 5th Equipe Rally at Yaxley

1991 TSSC 6th Bond Equipe Rally

Please let me know if you recognise yourself – I found one of my brother Ian and I leaving Yaxley in my 2+2 convertible BCP 622B in 1991.

And I even found the appropriate page in my old photo albums.



Guy

Electronic Communication - 2

Hello, I hope this edition of the Courier finds you and yours as well as can be under the continued circumstances.

At the time of writing, the schools are returning, and as a parent of a child with special needs, it comes as most welcome news for both us and my son, as he needs the school for many different reasons. I sincerely hope the numbers of COVID-19 cases don't escalate and they have to stop.

Fingers crossed!

My 2000 is now back at the specialist with the new slave cylinder (different type to the last) and a new push rod that came from Rimmers after a short delay while new ones were made, I swapped over the TR7 and fortunately that day was a lovely sunny day so had the windows open to blow through the 2000 and listen to the 6 cylinders performing through the Chris Wittor Stainless sports exhaust in a most effective and purposeful way! The misfire had gone which had started on my return from the garage last time after it had a full service including new plugs and leads! The clutch was actually much better too, but still not quite right, so hopefully the new slave cylinder and pushrod will make a positive difference. It was the first time driving the TR7 for a while, and I think the first with the roof down. I have

never owned or even sat in one before. Just in case you didn't know, my dear friend Simon Embury passed away suddenly last year, and the family have asked me to look after his TR7 and use it. There was just a few bits that needed some attention, as Simon had kept the car in great condition. With the few things sorted, drives just that little bit improved and finding that it is very different from most other Triumph models. Very modern!

The family asked if I could also look after Simons TR6. Its been in his garage since late September, and was put away for the winter. I spoke with Simon's widow and she asked if I could go along last week to see if it would run. It was very difficult as Simon was the last person to sit in or start the car. I checked all the relevant levels and turned it over. To my surprise, the battery was most energetic but would not fire. Being basically the same engine as in my car, I felt reasonably hopeful. I noticed the fuel level was low, but not low enough to cause the issue. The TR6 is also similar to Spitfire in layout so the fuel tank is in the same place allowing easy access. I lifted the cap and put the camera light in and could see it was lower than the fuel gauge had indicated, but it was the lack of smell that confirmed my thoughts it was fuel related. I went to the local garage (of course, organised Simon has a fuel container in the garage) and treated it to some Shell Optimax. Replenished the fuel and then started to turn it over, leave it, then try it again as I was concerned about flooding it. On the next attempt I heard a cough! Two or three more times, a little bit of juggling the throttle pedal and choke cable, and before too long, I had all 6 cylinders firing, and eventually ticking over on its own. Very similar process on my 2000 after long periods of non start. I'm usually very good at regular start and drive of the 2000, but of course, that's limited although the boot size is sufficient for a good size shopping trip!

Electronic communication still leading the way still. The following is a great article that came through on one of the forums. I added to the TSSC forum, so please forgive if you haven't seen it. I know there was some readers who don't entertain or use the internet for that sort of thing, so here it is..

1969-1977 Triumph 2500

The owner was very pleased to tell me a little more about the car and I learned a little about its design history. It counts as one the great examples of a successful facelift and, in my view, one of Giovanni Michelotti's finest works among a quite rich collection from his portfolio. The most interesting insight of my little carpark chat

was that if you see the car in real life you will get a very much stronger impression of its merits than photos can really provide. There's more on that later. First let's remind ourselves of the car's background.

This car's bodyshell had no generic name and so the model was named after the engines fitted (a common habit in the 1960s, I think). For the first series, the models were the 2000 and 2.5 PI. For the facelifted version those models were joined by the 2500 TC and 2500S. That's not handy.

I would rather talk about a brand (Ford), a model (Granada) and engine designation (2.3) but here we only have a brand and the engine designation used as a name.

That makes discussing the general model (normally based around the body architecture rather tricky.) For this car in general, I'll call it the 2000 regardless of the engine unless otherwise stated.

Triumph presented the 2000 at the London Motor show in 1963 and sales began in 1964, with an initial offering of a 2.0 litre six cylinder engine driving the rear wheels. It scored over Rover's then-new 2000 by having six cylinders versus Rover's four.

The Triumph's had smooth-riding sporty performance and the technical merits of independent suspension which was still far from the norm in the mass market sector.

The 2000 can be understood as a proto-executive car offering something like the higher performance of more obviously sporting cars but at the price level of the mainstream brands' larger but less wieldy cars. Potential peers for the 2000 included the Peugeot 504, the Citroën ID, the Lancia Flavia, BMW 1800/2000, the Mercedes-Benz 200 and the Volvo 144. All of these were becoming more popular in Britain.

The model also competed with Rover.

Today's car is the revised version of the 2000-bodyshell, badged 2500 TC (I didn't nab a photo of proof). It's called the Innsbruck series by insiders, related to the similarly styled Stag. As I understand it from the owner this facelift got its project tag "Innsbruck" because the idea for the theme came to Michelotti while he was there.

None of the on-line reports I have read confirm this but if true it's a nice little story. What I find notable about the grille and lamp treatment is its general flexibility. I could easily imagine this being revised with each later generation of car. We'll never know because Triumph didn't make another large car and instead the brand died touting re-badged Hondas.

Triumph 2500

A comprehensive history is presented here and also here so I recommend you have a deep read of those after I deal with the car in question and reflect on its design.

A further insight is here.

Having greeted the owner I was shown around the car and

we discussed its provenance. The owner informed me the car had spent most of its life in southern France. Imagine seeing one of these there, altogether much rarer than a DS in Oxford or a 2CV in Southampton. Note the left-hand drive configuration (below).

The fact the car had lived in the land of Oc meant the bodywork was in very good order, it had its original paint though faded. The owner has so far decided against a respray, which is probably a good decision. On the other hand, I'd suggest only driving this on a dry day.

It has been about four years since I last saw one of these cars. The last time was in Dingle, Ireland and I was too busy then to really study the car. This time I had a good opportunity to examine the overall form and the details' relation to that. I also got to sit inside and study the ashtrays.

The slide show shows the smoker's arrangements front and back. Having the ventilation controls on either side of the ashtray may be for purely practical reasons such as getting access to the levers during assembly or maintenance. It is a bit unusual, I contend. The ashtray could be bigger otherwise – it is not as if there is a shortage of space. The rear door-mounted ashtray is also slightly casually sited. It'll do for not much more than a few cigarettes.

Period reviews note the fact leather was not an option. You could have cloth or vinyl. I must admit it didn't look very vinyl to me when I sat inside. The view out of the car is excellent all around – those third sidepanes help. I particularly liked the space in front of me. I could see my feet at the pedals as well as the smartly presented instruments.

The seating position is low so the car has a sporty feel though it is not cramped at all. I expect Jaguar XJ-S drivers would have had the same feeling. In comparison with other

1969 Triumph 2000 fastback proposal:

Lovely as the Mk2 is, it also represents the point Triumph's wheels



I hope you found that as interesting as I did. Hopefully you would see the news that the TSSC and TR reg-ister National event is also now having the MG club join in, so hopefully it will be a great show with lots to see and be

entertained by. The weekend 13th/14/15th August. You can pre-book tickets (strongly recommended) for either the whole week-end or daily via the TSSC website. You don't have to enter your membership to buy the tickets, but may work out quicker!! Just make sure you do via the TSSC website.

began spinning. The the same year the Mk2 was launched, Triumph thought about a replacement, known internally as the "Puma". *"Had Triumph's plans of the late 1960s come to fruition, the 2000/2.5PI Mk2 models would most likely have been replaced by an all-new big Triumph in the 1972-4 timeframe. Design studies for just such a car – codenamed 'Puma' – were already underway by the time that the 'Innsbruck' restyle was released to production, and initially foresaw a conventional three-box saloon powered by a choice of straight six or V8 engines."*

With apologies to all the Rover enthusiasts around, the wrong brand survived the monstrous amalgamation of brands into British Leyland. Triumph was so very much in the mould of what we now call a sporting prestige brand: the Dolomite / Sprint cars are British 3-Series and the 2000-/2500 is a British 5-series. Whereas Rover struggled and failed to overcome its stodginess, the Triumph brand had sportiness built in. Ah, hindsight.

Production of the 2000 / 2500 amounted to around 324,000 units between 1963 and 1977.

6 good reasons why

5 people enjoy their ride in a TRIUMPH 2000

You don't have to lift the bonnet of a Triumph 2000 to discover it has a six-cylinder engine. All you do is move off. Knowledgeable passengers spot it from the back seat. And even inexperienced drivers notice a difference up front. A good six-cylinder engine adds a lot to the pleasure of driving a car (or being driven in one). The Triumph 2000 has a very good six-cylinder engine.

One thing that gives six cylinders away in the way a Triumph 2000 responds to your mood. If you step down to 20 mph on top gear your car will pull away again without a gas or judder. Get out on the open road and you can go from 40 to 60 mph in 8.3 secs. The sport of motoring.

Five people at a time, if need be. With room for their bags and luggage. Which makes it very flexible transport.

There are plenty of other reasons why people enjoy the Triumph 2000. But you can find them out the easy way. By taking a drive in one yourself. Your local Triumph dealer will be glad to fit it up. Or express a ride in the Triumph 2000 too.

TRUMPH 1963, 1967, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025

One last advertising page for you to enjoy!
Take care,

Carl
59



INTERNATIONAL LIAISON

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

Triumphs Travelling -

Since we took on this role, we've mainly included reports from our Members outside the UK, but we've also been hoping to include a few reports from UK members about independently arranged travels outside the UK.

This month, we are delighted to have 2 reports from UK-based members, looking back to the time when we were all freer to travel! To help us all look forward to the times when we can all travel freely again, **Alan and Susan Malley** tell us of their fabulous trip in 2017, while **Dick Twitchen** reports on a significant excursion in 2019.

Both reports include the Laon Historique, which is where we each first met these guys in 2017, on what was John's first visit, Jess's second. We cannot recommend this trip too highly - not only is it a great event, it also gives the chance to meet up with so many "new faces" from other areas, make new friends and contacts and to then reunite with again these now familiar faces at future TSSC events and trips.

As well as Dick, Alan and Susan, we each met so many people who we are still in touch with today.

Let's begin by enjoying Alan and Susan's amazing trip through France and Italy:

Thursday June 1st 2017, we arrived at Laon for the classic car show. It was our first time there & we decided to stay in one of the static caravans which was very handy especially when it was pouring with rain.

Had a great time especially when all the cars went through the town with everyone cheering as we drove past them. We met some amazing people at Laon, and thanks to Dick, John & John (with their cars, in the background of this picture) who noticed petrol pouring out of

*through Switzerland and ended up arriving at Lake Como Italy. The rain was so heavy, we had to stop as we couldn't see out of the windscreen! We eventually found a hotel and stayed for 2 nights. Funny thing is the day after we arrived the weather was sunshine and blue sky, which was great as **Wednesday June 7th** was our 30th wedding anniversary! We had an amazing day, lunch was Al Fresco by the lake, walked around the pretty town, and we finished our special day with*



our new 70 litre aluminium tank. They helped us sort out that little problem!

***Monday 5th June** we left Laon and drove to Saint-Hippolite where we stayed overnight so we could be close to the Swiss border.*

***Tuesday 6th June** we drove*

dinner in a Gourmet restaurant.

***Thursday 8th June**, we left Lake Como and drove to Milan. We were not so keen and left the next day, so on Friday June 9th we carried on driving until we reached Venice. We actually stayed in Mestre in a hotel with a secure car park, so we could*

get the tram across to the sights of Venice, including a gondola ride! We stayed for 3 nights.

Sunday 11th June we drove 5 1/2 hours South to Rome.

When ever we booked a hotel, which was either the day before or more often on the day, our first priority was to make sure there was a secure car park, not taking any risks with our Vitesse! Rome was amazing, driving the car around the Coliseum & being told to move on, happy days! Make sure all



were allowed to take our car across to the Island of Capri. (Told by locals only the locals are allowed but ignored that anyway)

Thursday 15th June we got the ferry from Naples to Capri. We adored Capri, and loved driving around the Island. The

roads were really narrow, and whenever a bus or taxi was coming towards you in the other direction, it really was a close one even for a Vitesse!

We were very lucky the tide was low, and after queuing for over an hour in the intense heat, we were able to experience the Blue Grotto. We also went up on the chair lift, and saw amazing views of Ischia and Naples. Capri was the most Southern point we went to in Italy.

Saturday 17th June we started

to head back North, staying overnight en route. We stayed one night in Montefiascone, one night in Marina di Massa, & 2 nights in Bordeghera. Each of these lovely places we just chilled & walked on the beaches.

That took us to **Wednesday June 21st** we drove further North and decided to do a left into Monte Carlo. We just spent the day there and parked on the F1 circuit 1st on the grid, and generally drove a few times around. We drove back into Italy until we got to Turin.

We replicated the movie *The Italian Job* and we sneakily drove to the top of the Fiat factory! (Siesta time)



your nuts & bolts are tightened as the Roman roads shake your car to the extreme & extra poly grip for your false teeth!!

We stayed 2 nights, then drove further South to the Bay of Naples.

Tuesday 13th June we stayed just outside Naples and we would drive around the Amalfi coast, stopping in Sorrento. One of Susan's favourite films is *Avanti*, so we had to pop into the Grand Hotel Exelsior!

We drove up Vesuvius, (make sure your clutch is up to date, as a lot of gear changing in 1st & 2nd!) We also walked around Pompeii, which is highly recommended. We stayed for 2 nights as we found out we



We stayed 2 nights in Turin, the Vitesse was extra safe as we had our own private garage backing onto our room.

Friday June 23rd, we were in Champagne-en-Valromey France. We stayed 2 nights and **Sunday June 25th** we continued to drive North. One more stop near Calais, before boarding our ferry back to Dover on **Monday 26th June**.

We had the most amazing trip & thanks to our Triumph Vitesse being so reliable, we cannot wait to do it all again!!

You may recognise the same trio



of cars as in the first picture from Alan and Susan's report - Dick's GT6 in the foreground in this one? Our three cars did the whole of the 2017 Laon Historique Saturday drive out together - this pic is the lunchtime stop at the historic Reims-Gueux Circuit.

Now, from that same 2017 Laon Historique event, **Dick Twichen** reports on an excursion that he added on.

LAON HISTORIQUE AND A FAMILY TALE

All the woes of life last year were compounded by a cancellation of Le Mans Classic and then in the Autumn the International GT6 gathering planned for Holland. This year, if it happens, is the 30th

anniversary of Laon Historique, an annual event that is well worth attending and not least by those who are not enamoured enough with the sporting delights of Le Mans and want something with a more immersive driving experience.

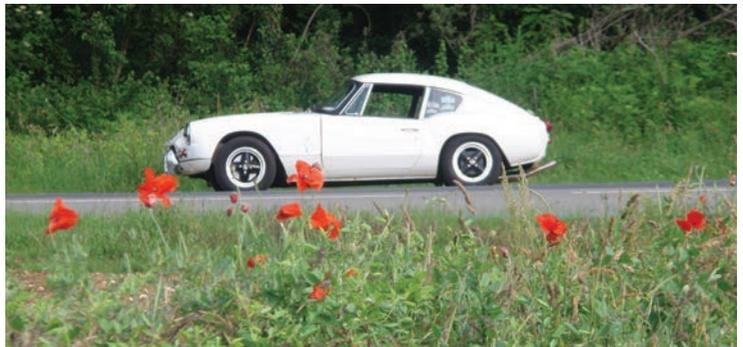
I wrote about my previous outing in the August 2019 edition of The Courier but, at John's request and the risk of some repetition, but perhaps to highlight what a cracking event this is and not limited to pure car stuff.

Laon Historique is a 'grande' event in its own right but also a good jumping off point to some of the WW1 battlefields. Pic 4

I am sure there is nobody in the TSSC who does not have a family link to WW1, and for many this part of France is central to the events on land throughout the war. My late Uncle Bill explained how his Uncle, my Great Uncle Vic, had collected food parcels in Coventry for POWs; a starting point that was almost correct. I found that he actually was a POW who had

written to the Coventry Evening Telegraph to thank people for the food parcels they had received; so much for family myths! Interest raised I investigated further and found Lance Corporal Arkle had landed with his Regiment (1st Battalion South Staffords) at Zeebrugge 6 Oct 14 and became embroiled in the First Battle of Ypres where he was captured 21 Oct after just 15 days in France. His brother, Corporal Alf Arkle of

the 2nd Battalion Kings Own Yorkshire Light Infantry (2 KOYLI), had arrived at Le Havre on 16 Aug 14. He fought at the first



engagement of the War at Mons a week later and on 26 Aug they were "all but wiped out" near Le Cateau with 300 taken prisoner including Great Uncle Alf, after just 10 days in France.

After more research and endless reading of battlefield guides I took the opportunity to visit the area, just about an hours drive from Laon. It is amazing what perseverance does because on arriving at the village it was possible to identify where Alf had been captured and also where a

Victoria Cross was won.

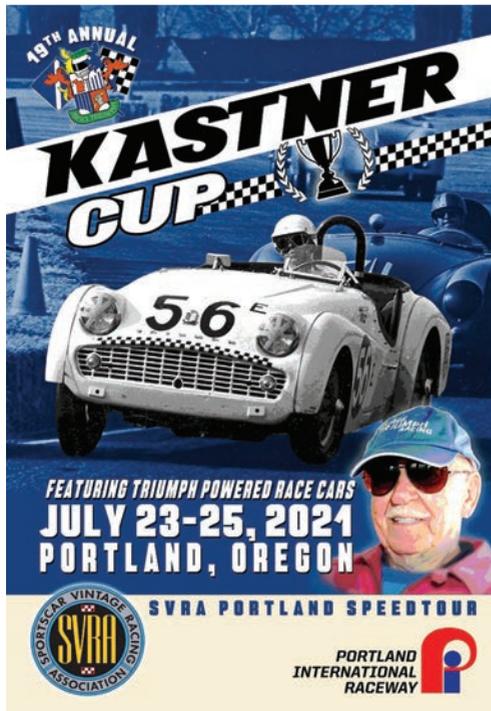
Both Great Uncles returned to Coventry after the War, a feat in itself given that POW survival rates were less than in the trenches, and I know which camps they were in as the ICRC (Red Cross) has records free to view online.

Even if 2021 proves a busted flush I recommend putting Laon Historique in the diary for 2022. Classic and Scenic Car Tours administration is first class and they have plenty of photographs and videos of the event on their website.

The more Triumphs the merrier, and camping is not compulsory!

Whilst we really hope that many of our International Members can make it to the **TSSC/TR Register/MG Car Club 13-15 August** at the wonderful **Three Counties Show Ground at Malvern**, we are also hoping to report upcoming international events that members bring to our attention on these pages - so please let us know, either at the usual email address, or through the TSSC Forum's International Liaison section.

John Davies told us of the **SVRA Kastner Cup**



19th ANNUAL
KASTNER CUP
FEATURING TRIUMPH POWERED RACE CARS
JULY 23-25, 2024
PORTLAND, OREGON
SVRA PORTLAND SPEEDTOUR
PORTLAND INTERNATIONAL RACEWAY

The poster features a white Triumph race car with the number 506 on the front, a driver in a helmet, and a man in a blue cap and sunglasses in the bottom right corner. The background is a blue and white checkered pattern.

2021, being held at the **Portland International Raceway, Portland, Oregon, USA**. It looks like a tremendous event. You can see a report from the

2020 event - which is a tremendous watch - on You Tube [/www.youtube.com/watch?v=NHjsgbK5cc4](https://www.youtube.com/watch?v=NHjsgbK5cc4) or via John's post on the International Liaison topic thread, on 4 September 2020

Robin Le Barre wrote to us about two traditional meetings for British classic vehicles which should be taking place again this year, as they could be of interest to members planning to be in Switzerland late summer or early autumn:



BRITISH CAR MEETING
29. August 2021
CH-8753 Mollis, GL
www.britishcarmeeting.ch

The poster features a large red and white Union Jack flag in the background, with a classic British car in the foreground. The text is in white and red.

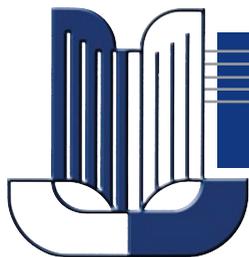
British Car Meeting, organised by the Swiss TR Club, on the airfield in **Mollis (Canton Glarus)** on **Sunday, 29th August**. Mollis is beautifully situated in a valley of the pre-alps. If the weather is fine, there can be up to 1,500 British cars there. Entrance is free of charge, although you may make a voluntary donation towards the costs of running the event. Visitors arriving in a British vehicle (even a modern one), may drive onto the airfield. Otherwise, parking places are available adjoining the airfield for non-British cars. If you are arriving by air, you may land directly on the airfield (even non-British aircraft). More information can be found on www.british-car-meeting.ch (in German).

The Swiss Classic British Car Meeting in Morges, Saturday, 2nd October. The meeting is in the town of Morges in a beautifully picturesque setting on the shores of Lake Geneva. If the weather is fine, there can also be up to 1,500 British cars there. Entrance is free of charge, but only British cars over 20 years old are allowed into the meeting. More information can be found on www.british-cars.ch (in English, French and German).

Thank you again to our reporters this month. Getting your words or pictures makes this role so very worthwhile, so please, wherever you are in the world - especially if you have events going ahead - let us know at:

international-liaison@tss.org.uk

Jess & John



...its Magic, Not a Dark Art

As a frequent user of the TSSC Forum with only technophobe abilities, the following is my non technical guide to using and getting involved in that amazing TSSC Resource which is the 'FORUM'! I was asked to do this by Bern our Editor as he had a request from a member to print a guide that was not full of "Computer Techno Jargon" which could be easily followed, and this guide works for me!

So here follows a Move by Move Pictorial guide on how to Register first (**Note:** you have to register **separately** to use the **Forum** and **NOT** try to log in using your TSSC Website Log in!) then Log In and Search through the Topics and write your own questions or replies.

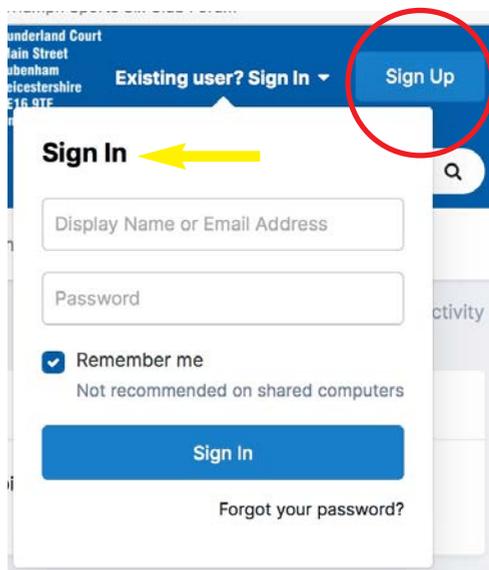
Did you know you can email members about

their Topics or anything else, direct from the Forum screen?

As for photo's and Documents they are super easy to upload direct from your files and there is **NO Upload Size Limit!**

Our forum is, Fast, Active and you will find that many replies to your problems are immediate so you are not waiting days for a reply and solution to your problem/question.

We seem to specialise in thread drift at times but that just keeps things lively. This can get very 'Off Topic' which aids the fun, so don't be afraid, ask away, nothing is too much trouble so it doesn't matter how daft or serious it may seem to you, I promise there will be a Friendly answer, so use the collective Knowledge and everybody wins!



1. On the Club website - www.tssc.org.uk Select **FORUM to Login or to Sign Up.**

2. Here you can just Sign in if you have already registered OR click on SIGN UP to Register for the Forum, First Time. Remember this Sign in will NOT work with your standard TSSC Website Login Details.

3. You only have to fill this in Once! When-done and submitted by clicking 'Create my account' it should take you to the Forum Home Screen

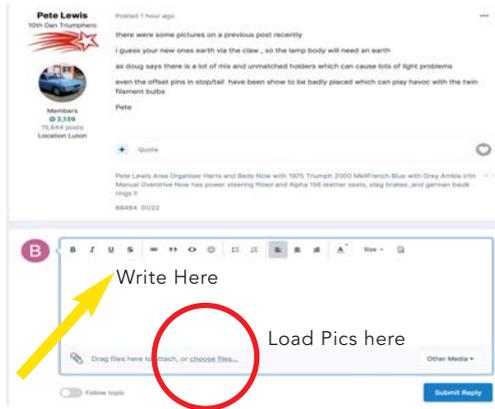
5a. I like Box 3 View which gives a time line of recent posts, if you click on the time you get the latest. Or you can select from the Topic list.

6. To search for a technical topic.

7. Reply to a Topic click here or on Blue Box

4. Forum Home Screen

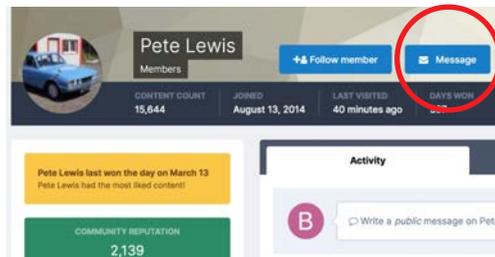
5. Here you can choose How the Forum displays on your Computer. 3 Boxes, 3 Views. Click each box for a different display until you find one you like and you can use happily. Box 1 is basically the Home Screen



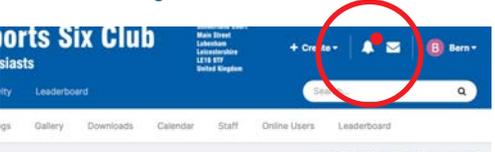
8. Write a Reply to a Topic here and you can choose to load photos or Documents if needed. Then Click Submit. No Upload Limit!



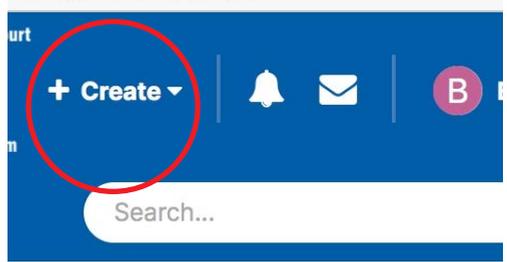
9. To email a member - first click on the picture which is called an Avatar. This then opens up the members Profile.



10. Click on the Message Button and you can send a message to the Member.

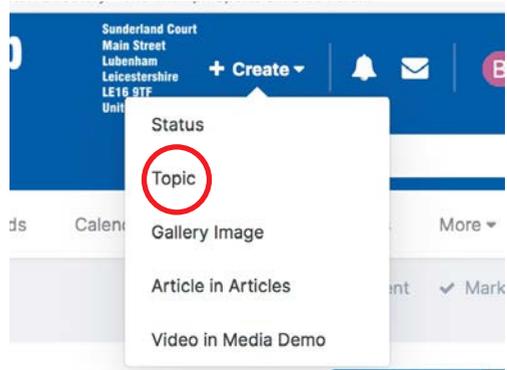


11. At the top Header panel the Bell will show a reply, the Envelope shows you have Mail waiting. Click on either to get reply or mail.

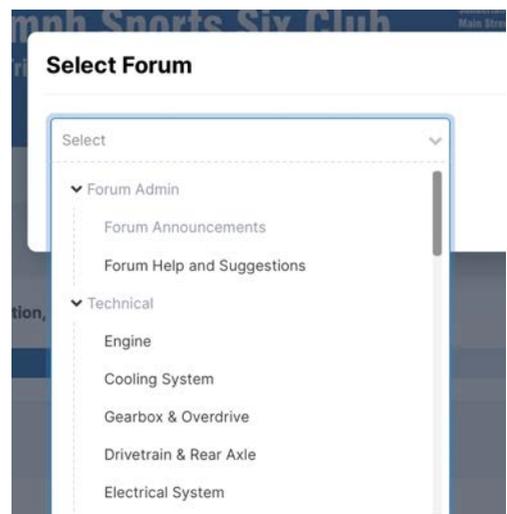


Staff Online Users More ▾

12. To Start a Topic in the top right header panel Click on '+ Create.'



13. Select 'Topic' from the drop down Menu.



14. Select the Forum you want to ask a question in I.E. Engine and click this should then open the 'Create New Topic' screen

Create New Topic

Content Poll

Title REQUIRED

Engine Problem

Add Tags...

REQUIRED

B I U S

After a spirited run I pulled in to refuel and then the engine struggled to restart, any Ideas?

Select pics etc. NO upload Limit!

Drag files here to attach, or [choose files...](#)

Insert existing attachment
Insert image from URL
Other Media ▾

Follow topic

Submit Topic

15. Fill in the form above. Add pics if needed. Click 'Submit Topic' and it will open in the "engine Forum. Now await replies from the 'FORUM'. You wont wait long!

The Triumph Sports Six Club
The club for all Triumph enthusiasts

Website: www.triumphtss.com
Main Street
Leibensham
Leicestershire
LE16 9TF
United Kingdom

+ Create ▾ Bern ▾

TSSC Website TSSC Shop **Browse** Activity Leaderboard

Search...

Forums Recent Posts View ▾ Members Blogs Gallery Downloads Calendar Staff Online Users Leaderboard

Home > GT6 MK3 rear lights Unread Content Mark site read

Next Step: Profile fields (Location, Cars Owned and About Me) [Complete My Profile](#) [Dismiss](#)

Your profile is 50% complete!

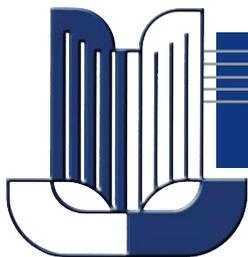
GT6 MK3 rear lights

By Gazza,
3 hours ago in Electrical System Share [Follow](#) 2

[Start new topic](#) [Reply to this topic](#)

Finally. Really and truly, the best way to get involved in the Forum is just to click on all the headings/icons etc and see what they do, you can't do any damage and you will find out how simple it is really. You have the added advantage of asking for advice from the Forum too!

Remember if all else Fails then 'Switch it OFF an then Switch it On again!'



Show & Tell

By Malcolm Huxtable

Hockey Puck?

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

Disclaimer

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Problem

Some trolley jacks are available with an optional rubber faced pad instead of the standard metal lifting pad. These rubber lifting pads protect the vehicle from the standard metal lifting pad which has the tendency to dig in and scratch the vehicle but you have to have a remov-

able lifting pad on your trolley jack to use one of these. If your trolley jack has a fixed lifting pad, as most home mechanics jacks do, you need to find a different solution.

Solution

One solution to this problem is the humble ice hockey puck. Ice hockey pucks have a hard

used in game play, rather than training pucks, are 1" thick and 3" in diameter and weigh 6oz. They are made from a tough vulcanized rubber that can put up with a lot of punishment. They are however also easily modified with simple tools.

Usage

The easiest way to use the



life. When they are being used for their intended purpose they get frozen before they are even used in the game to stop them bouncing too much. They are then slapped around the ice at speeds around 100mph and then get stopped in a split second. They have to be tough but they also have to be of a consistent standard. Their toughness and consistency means that they can be used for purposes other than what they were designed for.

The ice hockey puck that is

puck is just to put it on your trolley jacks lifting pad and jack your car up safe in the knowledge that the car is protected.

You could use other means to protect the vehicle, a block of wood or some carpet for example.

You have to be careful with the wood as it could split along the grain whilst raising the car and carpet may not give you the protection you require.

The tough puck is a little pliable which means that it will mould slightly to the contours

of the vehicle where it is being lifted. Modern cars, for example, are normally lifted by placing the jack under strengthened parts of the sill. You could cut a slot in the top surface of the puck to locate the puck under the sill, but I have found the puck gives enough so the sill bites into the puck to avoid the risk of slippage.

Once you have the car lifted on the trolley jack you then have to make sure it is safe to work under. The usual way of doing this is to use axle stands. The vast majority of axle stands are designed, surprise surprise, to go under axles with their support platform angled up at the ends to sit under axles. If you put these axle stands under the chassis of a Spitfire for example, the edges of the support platform will dig into the paint of the chassis and scratch it. It may also dent the chassis. The answer is use a hockey



puck. However the puck may not fit well on to the axle stand like it does on the trolley jack. The answer is to trim the puck so that it sits well on the axle stand. You can chamfer the edges of the puck so that it sits on the axle stand better.

My axle stands also have a hole in the upper support that I have used to stop the puck slipping



off the axle stand by putting a bolt through the puck recessing the head of the bolt below the surface of the puck.

The pucks are tough, but they



can be easily worked with normal saws and drills.

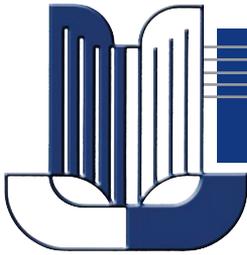
With pucks on the axle stands they can then be placed under the raised car in suitable positions and the car lowered back down on to the pucks safe in the knowledge that the sharp edges of the stand won't damage your precious paintwork.

Where can I get them?

You are not going to find hockey pucks in B&Q. You probably also won't find them in most sports shops unless there is an ice rink nearby. So the obvious answer is the internet. One source of ice hockey pucks is eBay. There are many different types

of pucks available on eBay, but the ones you want are the black standard ones made of rubber. The coloured plastic and training pucks may not be as re-

silient as the standard game pucks. At the time of writing you could get 5 standard hockey pucks for £6.50 plus £4.95 postage or £2.29 each. When I looked, the particular listing I was looking at had two reviews for the pucks, both of them saying how good they were as car jacking pads.



TSSC OFFICERS

Triumph Sports Six Club

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

HERALD 948/1200/1250

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

HERALD 13/60

Darren Groves, 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 Works. CV11 6YJ.
Tel: 07885 449609 (6 to 7pm) e-mail: spitfireIV-1500@tssc.org.uk

VITESSE 1600/ Mk I/II

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

GT6 Mki/II/III

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

BOND

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

SPECIALS

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

BIG SALOONS

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

TOLEDO/DOLOMITE 1300/1500

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

TR 4/4A/5/250/6

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

TR7/TR8

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

TRIUMPH ACCLAIM

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

STAG

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

TSSC TRIUMPH ARCHIVE

Ben Broadbent, 28 Forshaws Lane, Burtonwood, Warrington Cheshire. WA5 4ES.
Tel: 07875 944541 e-mail: archive@tssc.org.uk

AMPHICAR

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

INTERNATIONAL LIAISON SECRETARIES

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

YOUNG MEMBERS CO-ORDINATOR

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

TRIUMPH WEEKEND 2020

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

AREA LIAISON OFFICERS

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

PUBLIC RELATIONS OFFICER

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



THE COURIER

Classifieds

Herald



1200 SALOON. Registered April 1969, owned for 32 years. Driven into garage 12 years for short term storage but sadly no longer able to put back on the road. Solid car & previously ran really well, great project. Stainless steel exhaust, servo assisted brakes, Broquet in the fuel tank, log book, 2 keys. Further details & photos available. OIEO £1,400 **Verity Knighton (Warwickshire) 07817 860643**

Twin stainless exhaust, electronic ignition, plus many improvements. Just needs some cosmetic work to seats and carpets to complete the car. £5,750 **Neil Gale (Northumberland) 07549 522533.**



1972 MKIV Rare Black Dash model. Fitted with competition roll bar. Adjustable shocks. Alloy wheels plus original wheels. Lots of work done. New hood. Many extra bits. Bodywork would benefit from a respray. More details on request. £2750 ONO. **Deborah Woods (Lytham St Annes) 07940 675251.**

Triumphs Wanted

13/60 HERALD WANTED. Must be in A1 condition. **Dave Rumens (Thatcham, Newbury, West Berkshire) 016358 689640.**

VITESSE MK2 WANTED SALOON OR CONVERTIBLE. Genuine Cv or Saloon, Good /Bad/Ugly, Would prefer Matching Numbers Car, Please Call /Mail with details Pics and Price. **Russell Johnson (Hindhead) 07876 616886**

LOOKING FOR WEDGEWOOD BLUE HERALD 1200 OR 1250. Ideally one that is on the road, driveable and in the best condition that I can afford. Please contact me via email (initially) jagnut66@gmail.com let me know what you have and where you are re price. **Michael Hockey (Mansfield) 07729 484945.**

WANTED 13/60 CONVERTIBLE. Looking for a Herald convertible in need of recommissioning or restoration for a summer project. **Rory Earley (5 Yorks - but willing to travel) 07973 227507.**

2.5 ESTATE WANTED. 2.5 estate good running order any model considered. Cash ready for nice car. **Alan Mccmillan (Bedford) 07961 770682.**

Spiders



1971 MK1V. In Brooklands Green. Car has had a bare metal respray, leather interior, Burr Walnut dashboard with white dials, hood, tonneau cover and hood bag all Mohair. Overdrive. Stainless steel exhaust. Powder coated wheels including spare. Photos and receipts available. TSSC valuation £11500 Price £8500 **Lynda Elwell (Warrington) 07513 760759.**

2000



2500s ESTATE. Oil and filter changed. Paint could be better, clear coat went on a bit dry on the roof, otherwise ok. Looking for best offer, if a reasonable offer does not come, ebay will decide once lockdown finished. **Mathew Roberts (Downham Market) 07474 336158.**



1500. 1975. 4 SPEED. Mechanically sound, and lovely to drive. Poly-bushed and fully overhauled front and rear suspension and differential.

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Triumph Parts for Sale

MIKE PAPWORTH. GEARBOX'S STD AND H/D - OVERDRIVES A - D - J TO ORDER, HALF SHAFT'S STD AND ROTOFLEX. MOT WORK. VEHICLE MOVEMENTS, PROJECTS CARS REQD Tel.07768 775170 or 02476 644499.mike.papworth1@btopenworld.com (Trade)

LEATHER STEERING WHEEL 13", BOSS & GEAR KNOB '79 Spitfire 1500 steering wheel, boss & matching gear knob. Decent condition, slight wear on the top of the wheel. All screws present, two small nuts are missing. £55 Julian Hill (Romsey, Hampshire) 07786 522179.

SPITFIRE 1500 EXHAUST . Rear silencer box and tail pipe unit, great, clean working condition, few minor scrapes from low speed bumps etc. £65 Julian Hill (Romsey, Hampshire) 07786 522179.

VERY GOOD 13/60 GEARBOX & BELLHOUSING. Put in overdrive unit

& refreshed another gearbox. This unit has been sitting in the corner gathering dust for a few years. Full of oil. No leaks. Worked perfectly when I swapped for the refreshed gbox and overdrive. £125 David Freeman (Old Isleworth) 07971 049777.

SPITFIRE 1500 BONNET & BOOTLID. Bonnet and boot lid for Spitfire 1500. Some work required, pictures available. In Huddersfield, West Yorkshire. Collect only. Price reflects lack of space, not state of parts. £40. Howard Brook (Shepley, Huddersfield) 07825 148651

DOLOMITE BUMPER SET (4 pieces) Front and three rear pieces. Dolly 1500. Not great condition but repairable. Not dented or bent. Buyer collects. £20 the lot. Chris Hawley (Shefford. Bedfordshire) 07464 126304.

TR3A 1960 ENGINE. Complete engine, fully rebuilt by qualified engi-

neer / owner never run ancillaries also available. £3,000 ONO Pics available, gareth@qdosuk.com Suki Singh. (Shropshire) 01902 372149.

TR3A 1960 REAR AXLE. Complete rear axle, excellent condition, painted black, rear brakes brand new including wheel cylinders unused. £400 ONO Pic available, contact gareth@qdosuk.com Suki Singh. (Shropshire) 01902 372149.

TR3A 1960 PARTS. Set of 4 painted wire wheels £240 ONO Set of carburettor's £160 ONO Starter Motor £80 ONO Fuel Pump £30 ONO Speedometer Cable £10 ONO. Pics available, contact gareth@qdosuk.com Suki Singh. (Shropshire) 01902 372149.

Parts Wanted

GT6 MK 1 DASHBOARD TRIM. Wanted trim strip that fits along the underside of the GT6 Mk1 dashboard. Comes in 4 parts. Complete or incomplete. Also wanted GT6 Mk1 dashboard interior light switch. Simon Butler (Wimbledon) 07570 278925.

4.5J OLD STYLE (WIDE-SLOT) STEEL WHEELS. To achieve authenticity on my Stirling Moss tribute Spitfire Rally car - these wheels are proving devilish to find. OE on Courier Vans & popular early Spitfire upgrade. Nuala Dowie (Keswick) 07769 791064.

SPITFIRE MKIII B POST CAPPING'S Looking for a pair of B Post capping's for my Spitfire Mk3, Canley Classics part No - LH 615691, RH 615692. Steven Cox (Loftus North Yorkshire) 07717 136170.

TOLEDO HEADLIGHTS WANTED. I have rescued a Toledo 2 door but the headlights along with all the mountings, grills and fittings are all lost. The front indicators/sidelights are also missing. Useable parts are all I need. C V Smith (Buckingham) 07971 052025.

WANTED - SPITFIRE/GT6 SEATS WITH HEADRESTS. Looking for a pair of seats for my GT6, either Spitfire or GT6 seats are fine, must be reclining with headrests, intact & not in need of welding. In need of retriming is fine. Ian Inglis (Northamptonshire) 07900 245060.



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AREA Directory • News • Events

April 2021

AREANEWS

Leicester and Rutland Area

You are cordially invited to the

35th Sunshine Rally 6th-8th August 2021.

We will be at our venue Greetham Community Centre, Great lane, Greetham, LE15 7NG. An immaculate small friendly community centre with a comfy lounge and bar. Camping is on a flat sheltered field, dogs welcome. (Unfortunately no electric hook ups). Less than a 5 minute walk to Greetham village with 2 pub restaurants.

Camping / Caravanning Friday 7th & Saturday 8th with the option for additional nights.

Friday Night

A warm welcome, with Tea and cake on arrival, meet old friends, make new ones and join in with our light hearted quiz to start the weekend off, plus our Slot car challenge. Bar 7-11.

Saturday

Optional planned casual drive around half a dozen picturesque villages in Leicestershire and Rutland with a small on foot treasure hunt in each village. Add the scores up and there will be a trophy for the winners by the end of the day.

Saturday Night

BBQ, followed by fun, entertainment and a bit of a boogie to end the night. Bar 6-11.

Sunday

A magical mystery drive out to a local place of interest, returning around lunch time. Once back at the site it's time for our park and pose car show with raffle and prize giving at around 14.30 to 15.00.

Prices:-

Rally weekend with one night camping.....£20.00 per unit.
Rally weekend with two nights camping.....£36.00 per unit.
Extra nights on request.....£12.00 per unit.
BBQ..... £7.50 per person, Children under 10 years....£5.00.

For more details and a booking form please contact:-

Jan on 07799804415 J.muschialli@ntlworld.com

Dave on 07770650802 davesmith.triumph@hotmail.co.uk





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

SOUTH EASTERN AREAS

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

Triumph Sports Six Area Liaison Officers

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



We are already into April edition of the Courier where has the last two months gone? We know how frustrating lockdown is, let's hope now the vaccinations are happening that times of change are coming soon.

We are asking you Area organisers to still continue with zoom meetings and No gatherings at present as this is the current government requirements at this moment of time.

Currently events are still fingers going ahead as scheduled. The Triumph international weekend is well under way being organised and finalised so keep a look out on the The Triumph Sports Six Facebook page for announcements and exciting times ahead.

We see your posts on facebook and it looks like we are keeping safe and sane. We know that the council of management will be looking at how we keep safe through the next stages of this new way of conducting events and meetings. We try to keep you updated as quick as possible and you all know how to contact us whether it be through email or phone, if you need any help or any information that may be of help.

We both are looking forward and hoping we can see everyone very soon. Positive thinking and staying safe is key. We can do this together.

Nigel & Di.

Andover

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

Tel. 01672 514241

By the time this is published we should be well into Spring, at least by the calendar, be interesting to see what the weather does this year.

Our builders having finally completed the ground-works and the low wall of our extension have, thankfully, departed. That does now mean that it's pretty much down to just Guy to build the rest of it now. Almost a shame it wasn't last year's plan when he actually had a few quiet months and could have got on with it. I don't think, despite the government's 'road out of lockdown', I'm going to be in a great rush to be going out too much for a while until we see how things develop. And Guy too will be taking it gently so hopefully will be able to get a few planks knocked together in due course.

Although hospitality venues are due to be able to start opening in late May, we feel that may still be a bit too soon to be rushing out but are thinking that we may aim for an outdoors lunch for the group at The Royal Oak in June, as long as we have all had our vaccinations by then, and the pub can accommodate us. We'll see how things turn out over the next few weeks. Thanks to all who have

indicated that they would be interested in such a lunch, and we'll keep in touch about setting one up. It'll be nice - and strange - to sit around a table for a meal with friends.

Bob has "taken the MGB out for a run, stayed within 5 miles of a supermarket all the time, as I've heard of some very silly fines. Changed the filter and oil. Filter was a devil to get off even though I've got a chain wrench and a strap wrench, and its very accessible, thought it would be easy. Somebody must have screwed it on too tight. I usually do finger tight plus 180 - 270 degrees."

Ed has "got the TR7 MOTed without much bother and dragged our old TR6 (as opposed to the new one being assembled by son, Dave) out of winter hibernation and gave it a good run with no problems. Just need somewhere to go in them now!"

Hopefully to a lunch in a couple of months time!

Guy & Suzie

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



Avon Cheshire - Coventry

Avon

e-mail: daverover@hotmail.com

Tel. 07860 878058

Hello all. Well at least we have a potential road map out of lockdown! Will we recognise each other after we have aged a year since we last met?

I have been following the classic market recently, as I am sure many of you do, and have noticed how prices although stable seem to be a couple of thousand higher than just four or five years ago. I wonder if this trend will continue?

On the Triumph scene there are a couple of GT6's and 2.5PI's on the market as I write. Both the GT6's look like they need quite substantial work but the 2.5's look like tidy specimens. One is an ex Triumph engineers car with some nice upgrades and only 34k miles! South West Auctions have a Rover 105R coming up, a rare car and one my dad had, yes I am tempted regardless of the wife saying, 'where are you going to put it?' Have any of you made new purchases in the last year, or made significant progress on a project? Be good to get back together and chat about all these things and more soon.

Stay safe.

Dave

Cheshire

e-mail: cheshire@tssc.org.uk

www.tssc.org.uk

Tel. 07779 878125

When I saw the picture of the Triumph Fury on the cover of the Courier, it rang a bell deep in the memory banks. The shape reminded me of a Chevy Corvette I came across in my younger days (yes, I was younger once) so I've just googled '1972 Corvette' and I would say there is more than a passing resemblance between the two cars. Did one designer have an eye on the other car? Who knows.

At least three of the local cars have been out during the sunshine earlier in the week. John has piloted his Spitfire to Congleton and back, and both the Branch Office cars have been out for a quick local warm-up. Hark the Herald started quite easily, but Heap the Vitesse's battery was a little the worse for 6 months in the Chester Road garage. Assis-

tance from Hark's battery (via jump leads) brought a response, although it took some time for all 6 to join in. I don't usually leave a car in that garage for that length of time, but there have been unusual circumstances this winter. Then it seems that the weather has turned less pleasant for old convertibles (with not so impressive heaters) but we can't have everything.

Word from Crewe indicates the 13/60 Estate there has also been started 'for the first time in a while', surprising Richard that the fuel was still combustible. Space is being created in the garage in Crewe by 'clearing stuff off the floor'. I remember visiting this garage when the Spitfire was having engine issues, and it was difficult to find enough space on the floor to place a foot, as parts of the engine were all over said floor.

Although. There are two birthdays to celebrate, and we learned that the watch hanging in front of one of the cameras was a John Harrison watch, or at least a copy of one, and I think we drifted on to gliders at some point.

As I read the government's lockdown roadmap today (6 March), if we all behave ourselves, an outdoor gathering of 6 people should be possible after 29 March, perhaps at Tegg's Nose for the April meeting, which (naturally) is on April the first. Weather permitting? In the event of more than 6 people turning up, we'll just have to have two meetings concurrently. The fallback position is still Zoom.

Our next meeting is on Thursday 1st April. Location and type (Zoom or outdoors) to be decided nearer the date. Check the TSSC web site, or read your email from me (if you're on the list!)

Henry

Coventry

e-mail: phillyncovtssc@yahoo.co.uk

Tel. 02476 457487

Hi Folks. Yes we are still alive and well, sorry we have not produced a newsletter for a few months as there has been nothing to report on and we are not going to waffle on about fitting a new giggling pin on the duffer for the wigwam or even the "Smiffy Spitty" which by the way gets started and moved each week.

Hope you are all OK and not too stir crazy. We have both had our first vaccination with no side effects, can't wait till we can meet up again at the Bull &



Cumbria Derwent Valley

Butcher, have forgotten what a couple of pints of Draught Bass and a Rabbit Pie and Scampi tastes like. Did however manage to have a couple of BBQ's alone on the last weekend in February when we had the couple of days of good weather. Still have nothing planned for the future it's still a case of wait and see.

Wishing you all the best from one frustrated couple.

Phil & Lyn

P S Phil still managing to sing but he doesn't get any better.

Cumbria

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

Tel. 01229 316501

A long last some good news. As you may have heard Distington show which should have been held on Sunday 4th July is cancelled. We have teamed up with the Northern Dolomite club and will be going to Muncaster Castle on Sunday 4th July instead. I will do the bookings for Cumbria TSSC members. Some details have been posted on our Facebook page but for those who are not on Facebook here are the details. We will be showing our cars in the front of Muncaster Castle entry is £10.50 per adult and if you want an unguided tour of the Castle the price including the entry is £15. Some of you have already responded to our Facebook advert but I now need confirmed numbers. Please let me know if you wish to attend ASAP. The Dolomite club are holding a dinner on Saturday night and some of their members are staying at the Pennington Ravensglass. If you would like to go to the dinner or stay overnight at the Pennington please arrange this yourself. You can find the Pennington on Booking.com.

The Cumbria Classic Car show at Dalemain is going ahead and is confirmed for Sunday 22nd August.

I have not heard anything about Ripon, 25th July apart from that they had booked the racecourse. Presumably it is going ahead.

Some news about petrol: there is going to be a change in September and the cheaper petrol 95 octane fuel will contain 10% ethanol. There is no change to the higher grade 97+ octane. Cars built before year 2000, which includes our classics, can't run on fuels with an ethanol above 5%. The one big reason is that the fuel system will rot. I know most

of us fill our classic tanks already with the higher octane fuel as they were back in the day designed to run on. Please do not use the 95 10% ethanol fuels and check the pump at the fuel station before you fill up.

Stay Safe

Roy

Derwent Valley

e-mail: colin.tssc@btinternet.com

Tel. 01773 531580

Hi all, For those that follow the Derwent Valley Facebook page or are on our Messenger list would already know that the Peak Run camping weekend for 2021 has been cancelled due to its timing being just a little too early to be included in the Government's 'Step 4' and the decision made by our campsite not to open to tourers and tents for the 2021 season. We have looked at many other options but feel that cancelling is the right decision based on current information at this time.

We are, however, still reviewing the possibility of a simple 'Peak Run Only' event sometime in July. We will keep you posted.

It's not all bad news as we have set provisional dates for the 2022 Peak Run weekend. They are 16th to 20th June 2022 with the actual Sunday Run on 19th June 2022

Following the Government guidelines and the Road Map steps we are unable to hold our monthly meetings in April and May. In June, if all goes to plan, we will be able to organise an evening run as long as our numbers are below 30 people and we observe social distancing rules. I don't see any problem with this and again we will keep you posted.

We are aware of plans by our neighbouring TSSC areas to still hold their camping weekends which I know quite a few of you are eager to support if they go ahead. Fingers crossed.

Stay Safe, regards

Colin

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



Devon

Devon

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

e-mail: nigelk57@gmail.com

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

Tel. 01548 821348

Little to report apart from a well attended February Zoom Club Night which spilled over to a second 'session'. Lots discussed including converting our cars to electric running - don't think I will go there - will you?

According to the latest Covid-19 Roadmap, we think we may be able to return to pub nights, still socially distanced, in either May or June, but we will keep you posted. Of course, this depends on how they feel at the Claycutters Arms and the progress of the Covid-19 itself. The good news is that a lot of us have now had our first jabs, and Nigel has been volunteering at Newton Abbot vaccination centre car park, having had both his jabs on a Phase 3 Clinical trial - Novovac - just wish I did not think of it as Novochock!

ROUND DEVON DRIVE

At last, something exciting to look forward to in 2021. For some time, long term member Jon Chartres has cherished the idea of a 'Round Devon Run' and we think this will be the year to bring it to fruition.

We are looking at possibly Sunday 5 September which, apart from being our normal Sunday run day, should avoid School summer holidays.

Basic details are:-

- All the following is dependent on government guidelines in place at the time of the event and may have to be postponed.
- The full Devon circuit will be approximately 275 miles, estimated to take around 9 hours
- Start points to cover (1) South & West Devon, (2) North & Mid Devon and (3) East Devon
- We are currently looking at an 8 am start time for all three venues for those intending to do the whole circuit
- Each route will be planned with approximate

times for stopping locations on route. This will allow all members interested in taking part to either do the whole trip from the local start point or meet one of the groups on their way through. Therefore some can start lunchtime or mid afternoon and do a partial route or choose to go direct to the finish point.

- The finish point at approximately 5pm is likely to be Whitehouse Services near Okehampton. They have been very welcoming to Jon's approaches and they are very happy for us to finish at their premises. They have an overflow car park (or field) which we can use if the weather is dry and we can easily social distance and picnic there as it's a very large flat field. If its wet then the tarmac car park is the only other option but that is also quite large too.

- We will NOT be in convoy so each car can take it steady and at their own pace.

- Communications can be via a WhatsApp group, that way everyone taking part can be in touch with each other. Can anyone help with this?

We think this is a really exciting project, especially this year when we know a number of our regular events will be missing from the calendar.

We'd like you to let us know if you are interested in joining us, for the whole or part of the run - using sue@jassy.org.uk or 01548 821348 as your initial contact point. We have not yet worked our details like registering etc but more news will be coming out shortly.

**Not happening this year -
2022 dates where announced
Cornish Mini Club Riviera Run
29 April - 2 May 2022**

**Pecorama No 2022 Date announced as yet
Powderham Show 2022**

Dates 9th and 10th July 2022

Wadebridge Wheels Sunday 17 July 2022

Boconnoc Steam 2 - 24 July 2022

(smaller event planned Sept 3 - 5 2021)

Torbay Steam Fair 5, 6 and 7 August 2022

Great Dorset Steam Fair 5 - 29 August 2022

Lanlivery 10 and 11 September 2022

Other events

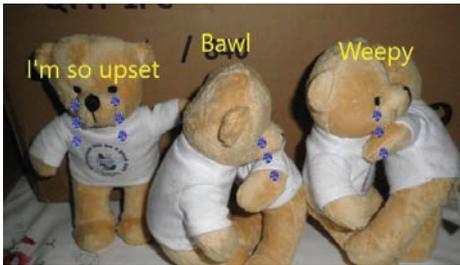
Inter Club TSSC, TR Register & MG Car Club weekend at Malvern Showfield, Worcestershire. Details from www.tssc.org.uk. PLEASE pre-purchase your tickets via the TSSC website - via Events or Club Shop to ensure that our Club benefits from the sales. Reduced prices for Young Members too.

As I write this in early March, we are very much hoping, all being well and all fingers firmly crossed, that we can see some return to normality with our cars in 2021. So looking forward to getting out and about again and to meeting you all again. We think



Essex

the road forward will be for drives and picnics, like we enjoyed last year, and if you have any ideas please do let us know. Already requested is another trip to Surfing Cow Ice Cream at Holbeton in South Devon, and we are looking for somewhere similar in say East Devon. Friends of ours are opening a café and farm shop near us at California Cross in the wonderful South Hams, so that may be on the agenda too.



Devon bears – inconsolable at the cancellation of Powderham 2021 !

The Devon TSSC Bears have landed in Devon and are awaiting their new homes, not long now til the big bear reveal - - - - -

Wishing you and your cars a very Happy Easter - may their presents be ethanol proof hoses in preparation for the introduction of E10 from September!

Sue, John and Nigel

Essex
e-mail: miketitchen@aol.com
FB - **Triumph Sports Six Club Essex Area**
Mike. 07860 708356

Well we are in April and hopefully we have more freedom with getting out and about with our cars and also to meet up with other each other. The last meeting in February was on the 14th which was Valentine's Day as always this was a zoom meeting but quite a good turnout.

Stewart managed to do a write-up for us on some of the work he was has been doing on his Vitesse - Fed up with lockdown I started a little job I'd had on my list for ages and never got round to. The two rear overriders were horrible - dented and rusty. I had two better ones so I got out the spanners and made a start. For something held in by only two bolts, what a horrible job! The offside was easy to

remove but the nearside involved removing the petrol tank. Easy enough, not so great putting it back in though. I made life more difficult by not having drained it first of course. Much cursing but eventually got it back in. The offside overrider was also a nightmare to put in, as the 5" bolt goes through a tube and would not catch the captive nut on the overrider. Took me an hour to fit that bolt!

Eventually done, the lenses polished up a treat and even got a couple of the correct screws for them. An hour and a glass of red later, it struck me that it would have been much easier to have got some correct threaded rod, cut to length, screwed to the overrider first and then fitted it. Doh! Still, all done and they look much better.

Arnie sent an update on his GT6 work.

I have got the gearbox out for a refurb, by taking it through the inside of the car, but not looking forward to putting it back again, its a bit awkward and quite heavy with the overdrive.



The gearbox is noisy in 1st,2nd & 3rd, a Sunday well spent.



My differential is coming back together again and looking quite clean and ready to go on.



Philip Jackman has a latest addition to the stable a '72 GT6 Mk3 should be in Mallard. Apart from



Essex

Gatwick - Herts & Beds

Essex Continues

needing new floors and sills and inner rear wheel arches and a some of bonnet panels, A post repairs, bonnet boxes looks pretty much salvagable. Might take a while though!



Steve has managed to get his log book on his project Vitesse changing it from a hard top to a soft top. Brian and Steve had rebooked their trip to The Isle of Wight to a week in June when they are hoping more of the island will be open and they will be able to go to different places in their cars. If anyone is interested in joining them, if you get in touch with Brian he will be able to give you some details.

It was good to see on the TSSC Facebook on the 6th of March a young lady wanting to have a GT6 as a first car, let's hope we can get some more younger people interested in old classic cars.

Unfortunately a lot of the shows look like they will not be going ahead but I will keep everyone informed through Essex Facebook page and the main events will all be on TSSC Facebook or in the Courier.

Hopefully when 17th May, (which is a very important day to me?) comes we maybe able to arrange to meet up with a car run out somewhere on the following weekend,

Mike

Gatwick

e-mail: rowfantgardencare@hotmail .co.uk

Tel. 07775 564427

Hi all, Hope you are all well. Not much to report, but things are looking more hopeful for future events. ETHANOL to increase to 10%.

I thought I'd bring it to your attention, in case you were unaware of the future fuel changes & how they affect our cars.

The current UK Petrol is labelled as E5, which has 5% bio-ethanol in it. This will increase to 10% (E10) In September 2021.

Ethanol is hygroscopic, which means that it absorbs water from the atmosphere! Which means condensation in your petrol tank, fuel lines and carburet-

tors! This can cause corrosion in brass, copper, lead, tin and zink component. Ethanol is also a solvent, it eats rubber, plastics and fibreglass, so hoses and seals are more likely to perish!

There may be help on hand with additives.

The stability additives that passed the Federation of British Historic Vehicles Clubs test are:-

VSPe Power Plus, VSPe & EPS from Millers Oils

Ethomix from Frost ART Ltd

Ethanolmate from Flexolite (available from Club Shop - Ed.)

These all received an 'A' rating in the research, so enables them to carry the FBHVC logo.

There is also the good news that super unleaded is set to remain at E5 for five more years. Also most E5 currently only actually contain 2-3 per cent ethanol!

I hope this helps inform you all and prepare you for what is to come. All the information came from Hagerty & FBHVC web sites.

The 12th April is when hospitality will be allowed to reopen, so if all goes well we may be able to organise a small meet at the Red Lion!

Give me a call for a date, as it will be later in the month.

Keep safe & well

Tony



**Pic - I'm ready for the camping weekends!
Have bed will travel.**

Herts & Beds

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

Tel. 01582 750943

Hi, how are you all doing? Jobs to fend off covid are progressing well, I've had mine. As for news I have little to say, when things really open out to some freedom we will get into gear and develop some nice cosy outings, but till then keep safe.

All that's happened is renting out the front spring compressor tool for a donation into area funds

Nick has paid for my two new /spare battery condition chargers but lockdown has quelled any attempts to deliver them.

Graham will have been on his last ride to the happy driving grounds, we will have a toast for him when the pubs reopen.

As for the Pub I have no idea if its survives or not ..



Isle of Wight Leicester & Rutland

Leicester & Rutland

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

Tel. 07770 650802

again time will tell.

Brian now has Geoff's old Vitesse silencer which has done the rounds and fitting has been a problem, well it came off, it should go back on ...see how Brian gets on

Apart from taking HYA out for a blast and a top up of jungle juice she's not been out, nor have I for that matter, we did escape to Growers to get sacks of parrot seed, other than that it's Aldi or Sinsbuds who get a visit.

Keep smiling, we will get out sometime I'm sure.

Pete
and team

Isle of Wight

e-mail: tssciov@hotmail.com

www.facebook.com/groups/7867505371248/

Tel. 07842 249591

Well hello everyone! With the appearance of the sun and an ease in Covid travel restrictions now in sight, thoughts are turning to the May Bank Holiday Weekend and in particular our Triumph Weekend event. Many of you are still coming over to the Island to stay in the caravans at Appulcurcombe Holiday Park - the clubhouse will not be open, neither will the shower blocks, so no camping on site, unless you have your own facilities.

Whilst it will be lovely to see you, we are not able to hold an official event this year as the guidelines will not allow it. We will, of course, let you know what is open and where you will be able to go and we may run a couple of competitions. There are some local pubs who are opening their outside space so there will be places to eat out, but not in huge numbers.

We will keep you updated as things progress, but hopefully we can all get our Triumphs out very soon, other than for the odd shopping trip.

Stay safe everyone.

Tracy & Elaine

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

Hi all. As I was writing my piece back in January for Feb's Courier we had just gone into our third lock down and I guess we were all wondering when will it all end. Well with recent announcement's from the government I guess there could be just a little glimmer of light at the end of that tunnel and despite being locked away at home I have been working (as promised) on a programme for 2021.

All being well it looks as if we may be able to meet outside (at least for a picnic) from the 17th May, with this in mind we shall be holding an area picnic run on Sunday 23rd May. An email has gone out to all our regulars but if you are in the Leicester and Rutland Area and you wish to join us for a run around the countryside and a sandwich then please do get in touch.

I have started to contact some of the major events in our area that we hope will go ahead and we would like to be attending this year, these include Rempstone Steam in July and Stapleford Steam in August. We will as an Area be attending the TSSC International in August, and our very own Sunshine Rally is definitely ON from the 6th to the 8th August (look out for the advert & Booking form), we hope to welcome all our regulars back and hopefully some new faces after missing out last year. We will also resurrect our trip to Gaydon (hopefully May, June or July) at some point this year watch this space.

We have already booked a weekend (two days, one night) in Yorkshire for Saturday 11th September and plan to visit York with its many attractions on the Saturday, combine with a trip to Whitby, Gothland, or possibly Robin Hoods Bay on the Sunday (I can smell the fish and chips from here).

We will of course be supporting some of our local areas (Derwent Valley, Northampton, Nottingham etc) with events and shows that they may organise as well as local non TSSC events and days out. We have plans for 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, in the mean stay safe and look after yourselves.

Dave



M25 East

M25 East

e-mail: herald1360@btinternet.com

www.facebook.com/groups/152603311545573/

Tel. 07938 526324

Hi all, here we are already in April and although we're not allowed out to play yet - it's getting close, so close I can smell it ha ha.

Things should be slowly opening up enough next month for a little get together, maybe an outside club meeting or even our tinkering day. I'll keep you posted. Hopefully from June 21st we should be pretty much back to normal (so the experts keep telling us) and we will be on the lookout for shows to go to. Some shows, even after that date have already cancelled so, if anyone hears of a decent event then give us a shout.

We have a new member in our ranks and most of you know her already - it's Paul and Lesley's daughter Alice who has just turned 21 and is now a fully fledged M25 Easter. Welcome aboard Alice. I think she will be taking over Spitfire duties from now on or even let loose in the TR, if Paul lets her ha ha.



While we're on the subject of the Neville's - our Paul has been mega busy, read on for what he's been up to -

Been playing with the 6 again today to resolve a n i g g l e since I got it with the wipers. The ends a l w a y s seemed to pass



too close to each other (touching sometimes) and the final straw was when the drivers side slipped the wheel and tried to wipe the bonnet. Been putting it off until that point as looked really awkward to get to under the dash. Turns out it wasn't as horrendous as I thought, fiddly yes, but taking the seat out helped.

The old one had far too much play 'in and out' plus look at the wheel at the back, totally wrong! Works

a treat now ready for summer ha ha. Bit another bullet today. The 6 had developed a weep from one of the rear cylinder head core plugs. Bit nervous of that one given the limited space and could see it ending up with the head off - still it needed doing before it gave way. Need a proper test run to prove it works but so far when I just ran it up it seems ok. Bit of a git to get the old one out but going in wasn't too bad. * (A good tip for fitting core plugs, if you don't already know, is to leave them in the freezer overnight (if the Mrs will let you ha ha). The core plugs in the Engine Plant at Fords were kept in liquid nitrogen prior to fitting. Ok, now back to Paul) Also sorted out the battery retaining bar. Always nervous about a metal bar being that close to the terminals. So I cleaned up the threaded rods and gave them a spray of lacquer. Gave the bar a spray of black then added two of those plastic door protectors to insulate it. Finally I used Alice's gel nail polish kit to give the wing nuts a tough coat of black. Just need a plastic cover for the + terminal and - (using a piece of inner tube at present).

Thanks for that Paul and now over to Brian for the last instalment of the Mater Trailer build -

It's been a busy month. Managed to acquire some

suitable suspension units, hubs and wheels from an old trailer previously used for transporting motor bikes. Having previously sorted out the balance point for when the scooter is loaded, it was a straight-forward job of reinforcing the floor to mount the suspension units. Unfortunately,



the ground clearance at the rear wasn't good enough so we have upgraded from an 8" wheel to a 10" wheel which then meant modifying the draw bar to get it riding nice and level, but very pleased with the result now. Next job was getting on with the paintwork. This proved more difficult than expected. it was the first time I've had to do a distressed paint job to keep in character, much more difficult than I expected, it's easier to do one colour and a shiny finish. We ended up using Wick's match pots in 4 different colours to create the effect needed. Hope



Newbury

you all approve of it. We managed to make up some dummy wheels using some Rostyle hub caps from the Vitesse and some 10" tyres sliced in half to create the effect. Extra brownie points for recycling. The last addition was the creation of an iconic ignition system by courtesy of Red Bull and for the purists we have got the correct firing order for an old American V8 flat top.



Thanks Brian, I'm sure everyone is looking forward to seeing your latest creation in the flesh. Amazingly I've actually done some work on my poor neglected Herald. It was more out of necessity rather than just tinkering. I noticed recently that my seat wasn't as comfortable as it has been. Upon inspection I found that the sponges and diaphragm were worn and starting to degrade. Breadcrumbs on the carpet being the tell tale sign.



I've rebuilt the seats before and was a bit disappointed, thinking that they've only lasted a few years. It was only when I looked back at my old receipts that I found out I did them 18 years ago! So, I suppose that's not too bad really and that seat has seen a lot of bum action over the years. On the downside, the rebuild kits are a lot dearer than they were 18 years ago lol.

That's all for this month folks - were nearly there - stay safe and see ya's soon -

John

Newbury

e-mail: malcolm.hannington@btinternet.com

Tel. 01635 868640

As the daffodils and crocuses herald the start of spring (pardon the pun), the prospect of emerging from our own winter hibernation is tantalising. If all goes well, and subject to government guidelines, we should be able to resume area meetings in June,

whilst Dave and Steve have already signed up for the inter-club weekend in August.

Our meetings in the west will be at either the Downgate or the Craven Arms, depending on room availability. Due to the Traveller's Friend permanently closing, we are looking for another venue in the eastern end of our area. Venues to be considered will be the Swan and the Millhouse, both in Thatcham, and the Angel in Woolhampton. If you have any preferences, please let us know. It will be great to hear the engines again, smell the oil and chat over a pint and a packet of crisps.

Whilst we await that moment, club members have continued to work on their classics. Area organiser Dave has overcome the starting problems with his TR7 clock. He took the opportunity during the winter months to set up the timing over a wide range of temperatures and now he has it keeping good time. When do the clocks spring forward Dave?

Steve has been continuing his work on the Dolly Sprint. All the brake pipes have now been completed, with a new setup to the rear drums. Steve has also fixed his gear knob by removing the gear lever and drilling the two sides of the slotted nut to break it in half. This allowed him to fit the new wiring for the overdrive. He replaced the gear lever with a homemade version and it looks fine. Apparently, the double-sided sticky tape was not visible on completion! Great job Steve. The next task will be to refit the exhaust which will get the Dolly back on the road. Chocks away!

For those not able to get to work on their cars, I wrote a short picture quiz. And, without further ado, the winner was....unsurprisingly, our area organiser Dave. One question provoked some discussion. It related to the Triumph Italia and its place of manufacture. The question master had 'Vignale' in Turin whilst Dave had put 'Ruffino S.p.A. Industria Costruzione Automobile' of Naples. Apparently, we were both right.

The winner's prize is wrapped up and ready to be presented at our next meeting. And that's where I'll wrap it up too. Wishing everyone in the area good health and some springtime cheer.

Robin

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



Norfolk

North East - Northern Ireland

Norfolk

e-mail: mike.carroll01@btinternet.com

e-mail: paultsscnorfolk@gmail.com

Mike. 07828 103064 / 01502 476699

Paul. 07584 000442

I'm starting to get the feeling that we might be coming out of this lockdown! Perhaps we'll be far enough out of it to get our Triumphs off the drive for this years Drive it Day?

Unfortunately we can't confirm anything yet, but if you want to be kept up to date with anything Norfolk area has planned for DiD on Sunday 24th April please make sure I've got your email address.

Our February Zoom meeting went down well. It was nice to see Chris from TSSC Oxford again who came along for a natter. I guess that's one of the positives of Zoom meetings, you can be anywhere and join in. Another positive turned out to be the almost instant hunt for parts. Steve was in the need of a bit for his Spitfire carb. Within minutes Colin had trotted off to his garage and returned with said bit in his mitts. Two great positives with Zoom, and while I must admit I'm not a great fan, I do think they are well worth doing.

Our meeting on April 12th will be another Zoom meeting and I thought we'd try a Newbie Night so, if you haven't been along to a meeting, now is your chance to meet a few local members online before we're allowed back out again. It will be a short meeting 8-8.45pm so you won't have to suffer too long. I hope some of you will make it, it'll be great to see some new faces. As always Zoom invites will be emailed out a few days before the meeting. So, again, if you want to come along make sure I have your email address.

Paul, Christina & Mike

North East

e-mail: geoff.dent14@gmail.com

e-mail: deryck.beadling@yahoo.com

www.tsscnortheast.blogspot.com/

Geoff. 07773 440201

Deryck. 07939 068976

Hi all. Well it definitely looks like a light at the end of a very long tunnel, it has been a long time since we have been able to meet up and we now have a

date for your calendar, Sunday the 6th of June, we will have to meet up outdoors with a maximum of 30 people, so lets hope the sun will be shining by then, and most of us should have had at least one jab by then.

It looks like our road trip to Laon France at the beginning of June has been cancelled and no word on the Le-mans classic in July yet, on the positive side it looks like the Silverstone Classic at the end of July will be going ahead this year, so this may be the only event we can count on this year.

On the car front, John has his new S/S bumpers fitted, I have ordered a set as well, all the way from Vietnam, but 50% cheaper than UK suppliers, Brian has purchased a hard top for his Stag, Kevan has rebuilt the pedal box on the TR6 with new bushes in the pedal pivots, Pauling is cracking on with the Herald and keeps finding more rust to tackle, and hopefully by the time of reading this my GT should be getting its long awaited respray done.

Once given the go ahead to get together, we will have to arrange a long run out in the cars, I know a lot of you are chomping at the bit to get going but its better to stay safe and progress cautiously at first, so get those jobs finished if you can, as it will be a short season once it starts.

Geoff

Northern Ireland

e-mail: heatheranddouglas@gmail.com

Tel. 07707 288233

As many of you have realise by now, I have been having a difficult time in finding something to write about for my monthly area report because little has been happening in our area, or I suppose any TSSC club area. Thankfully by the time you receive this Courier we will have had our run in County Antrim on 27th March and it will have given me something to write about for the May edition. In view of my problems, I have been lucky to get a few updates from some club members about their cars and the progress that they have been making over these last few months during Covid19 restrictions.

You may remember from the Jan edition of the Courier I mentioned the fact that Gavin (M) and his son, Sam, had restored a 1969 Triumph 2000 Mk1 that had been off the road since the late 80's. I now have a further update on the progress of the restoration, and I'll let Sam tell you it in his words. "Over the last few weeks, we have been ticking the



Northern Ireland

last jobs off the to-do list to prepare the Triumph 2000 MK1 for road use once again. On the 27th February the car was taken out on its first proper test drive which thankfully went smoothly apart from a few issues which urgently needed to be addressed. One was the overdrive becoming increasing temperamental which required adjustment of the inhibitor switch and on the way home the brakes began to fade very quickly because of low quality brake pads. To top it off, a major oil leak began to develop from the rear crankshaft seal. Not too bad then considering the car hasn't been properly driven on the road since 1981. On further inspection we decided to remove the gearbox which opened a whole can of worms! Upon removal, it was noticed that the rear crank seal had worn a deep groove in the crankshaft, so rather than adding a Speedi-Sleeve, a 3mm horseshoe spacer was quickly machined up to allow the seal to sit further back on the crank; however, this also led to the problem of the rear sump bolts not lining up with the holes in the rear seal casing. To compensate for this, the original holes were filled with JB Weld, new ones drilled 3mm further back (half-way across the old holes using a drill fixture!) and Helicoils inserted. A new crankshaft seal and gasket were installed. While the gearbox was out, we decided to release it of 51 years of dirt and grime as well as replace the bushings as there was a fair amount of movement within the clutch shaft. When attempting to remove the clutch fork pin, it was discovered that this had sheared a long time ago (apparently a common problem). As a result, the fork had to be drilled to remove the remains of the taper pin and the fork and shaft were then cross drilled to add an additional 4mm roll pin to prevent further failures. We also decided to replace the original coolant expansion bottle for a more modern system. The tank from a Mercedes W210 fitted onto the near side inner wing perfectly, only needing two mounts machined up to hold it in place. This gives a



visual indicator of coolant level and, as it has a float sensor installed, this can give an audible or visual warning as well. The other bonus is that it increases the coolant capacity. However, the Mercedes pressure cap was rated at 2.1bar, whereas the 2000's is

0.7bar, so to solve this, the original radiator cap was blanked off and grafted onto the Mercedes tank and looks reasonably neat. To improve the car's stance and overall look we decided on getting a set of TR6 steel wheels which we obtained from Douglas and Heather. These have been blasted and powder coated 'Ferric Grey' and have been finished off with custom '2000 MK1' wheel centres. I must say they do look the part". Gavin and Sam (M).



Well, there you have it then, most of it, above my technical head of course! It just shows you what can be done in such a short time when you have the knowledge, time with motivation. I rang Gavin about it and asked had he, Sam, given me the wrong dates but no he had it all done in a short space of time. I even saw the wheels completed in less than a week after collection. Hopefully, I will be talking about the car again if Sam is on the run at the end of March!

(Photo three here) Contacted Brian (S) the other week and he also has given me an update on his Spitfire that was in a sorry state when he first 'found' the car back in 2012. Luckily, he had taken a few photos back then



so that we have been able to see the progress over the years as we have a 'now' picture from last year - remember that year - in relation to the engine! He also included a few taken when he was investigating the state of the engine to decide if he needed to do anything much to it. The car has, (hopefully) 37k on the clock so relatively low mileage for a car of that age!

He took the sump off and cleaned about $\frac{3}{4}$ " of sludge out, as you would expect, and then removed and inspected the oil pump which was within manual limits. He removed each bearing cap in turn and checked the state of





Northern Ireland Peterborough

Northern Ireland *Continues*

them, all OK. Also removed the thrust washers and measured the thickness; again, found within manual limits. The end float of the crankshaft was 0.006", again within limits. The bores looked good with no ridges at the top. So, given all that he didn't feel there was anything needing to be tackled at this time. Of course, once the car is back on the road and has some mileage done, it will become evident if it might need some attention. Now it runs sweetly with good oil pressure, no smoke from the exhaust and sounds rather nice!



Good to see the article in the March edition of the Courier from one of our area members, Ron Moore, from Omagh about his very tidy 1969 Triumph Herald 13/60 estate, lovely read I must say about its restoration. Another Herald owner in the news with me was Colin (L) and the progress he is making with his tub before it can be repainted as it needed sorted before going to be sprayed. I'll let him tell you in his words "Firstly - underseal. Hate the stuff and it should be outlawed. Every night for the past week I've been soaking the stuff with thinners or petrol, stirring it about with a scouring pad then scraping the resulting black soup off the metal with an old towel. The garage is covered in the stuff, I'm covered in it, and everything stinks of thinners. I've gone through a lifetime's supply of rubber gloves, thinners and old towels. I'm also lying in bed every night waiting for the bang when something sparks. I managed to sneak the towels through the wash - once - but decided the risk of discovery and death wasn't worth the saving, so just binned all the used ones.

The job is now complete, and the tub will be off to the sand-blasters shortly, once I can get it onto the trailer, and the welder is on standby to tidy it up and replace the bits that need replacing". Now a further plea from him. "I still need one Herald wheel if anyone has one spare; I was too engrossed



in removing underseal to remember to bid on one on eBay and missed it by 50p. The only seller in ages that has been willing to post one to NI and I forgot to bid. It's not critical as I've found a large box of new original Stanpart wheel trims that I bought years ago when they were common and therefore much cheaper than they are today, so with one of those on each wheel you don't even see that the wheels are not a perfect match".

Just an update on the Stephen (McC) Herald. Advertised on Facebook Marketplace he was deluged with interest and sold in 6 hours to a wee man from Newry who seems like a serial classic owner, so I expect it will be advertised again at some point! He was suggesting he wanted to sort the body to the next level before selling on. Happy that Stephen rescued the car and put it firmly back on the road who now has a neighbour with a Stag.

He hasn't seen it yet, but the owner is keen to let him have a look.

Well, that's that and thanks to the members for their input. If our meeting doesn't happen on Wed 7th April our next event will be the Lift, Look and Lubricate at Colin (L's) on Sat 17th April. Until then keep safe and well and remember the club shop.

Douglas.

Peterborough

www.tssc-peterborough.webs.com

Tel. 01778 560507 / 01780 470358
01778 392629

A healthy turnout of eleven members signed in for our March Peterborough Area 'Zoom' meet. I think we all agreed that this is a nice number to work with, being sufficient participants to stimulate a good lively conversation over two 40-minute zoom sessions.

We certainly did cover some ground, opening, almost inevitably with discussion of who had had, and who is still awaiting their Covid vaccination. I am pleased to say that virtually everyone has either had or has booked their first 'jab', so we are all hopefully going to be better protected in the near future.

Conversation then moved on to what we have all been watching on TV during lockdown with shows like 'Car SOS', 'Wheeler Dealers' and 'Bangers and Cash' all featuring highly as entertaining if not strictly representative of real-life classic car scenarios. Plus, Mike Brewer emerged as the most annoy-



Scotland Central

ing presenter, although we had to be careful what we said as we believe he is a good friend of Dave Beardsley, and may even be related to Charlie Noble - I jest or course

The other main topic of conversation, not surprisingly, was when we might actually be able to get out and about and meet up with our cars again. With Doug B armed with a copy of the latest government roadmap of what we can and cannot do and when, we determined that late may might offer an opportunity for a weekend daytime drive and meet up in an outdoor area - Rutland Water and Ferry Meadows were mentioned as possibilities. We will keep our eyes on how things progress and if this is to go ahead, we agreed that a shared phone around might be the best way to publicise this to other members as not all are on email and/or zoom.

As for our first area meet, pubs will be able to re-open from May 17th (hopefully) but numbers indoors will be restricted. However, it might be possible to have an outdoor meet at the Five Horseshoes on Monday June 14th. Paul and Charlie have agreed to contact Matt at the pub to see how he feels about this. We will confirm in a future report.

IF everything goes to plan, then from July we might be able to return to something close to normal meets. However, a lot can happen between now and then so we will keep our fingers crossed, and we will, of course, contact everyone closer to the time.

Elsewhere it has been a quiet month on the 'Behind closed Garage doors front. Doug, however, has a tale of woe as his TR4 nears completion to the point of getting it to an MOT station. Here's his report:

'Whist the TR was away on 'holiday' it inadvertently had its cover removed whilst some spraying was being done close by and getting the overspray off now it's 'cured' is a little troublesome - but never-the-less it's coming off. The newish hood had quite an amount on the plastic windows and trying to remove over spray from that plastic was a struggle. I tried the clay cloth with plenty of warm soapy water but very little - if any - impression. I bought a 50ml (how many thimbles full is that?) bottle of Renovo Plastic window polish to see if that would work - and that was hard work and made it obvious from the very small area that I had cleaned that I needed an awful lot more to do the whole set of windows. I then tried some of my Mer polish and that was a little easier and then thought what about T-Cut. Bravely start on a very small area I thought - but it was noticeably quicker and easier and then I went over it again with the Mer. Good result. I really don't

know how many thimble fulls of the Renovo I would have needed to do the 3 windows.

The boot had lost its spare wheel cover some decades ago, I believe, so I set about cutting one out of ¼" mdf board and using the pressing marks to cut round in the upper boot floor as locating pressings. Just need to add some soft rubber at the edges to absorb the vibration. The compressor to the air horns buzzed and worked but no other sound - but then found the pipe was disconnected and it all works fine. They should make granny jump now. Soon be ready for its MOT.'

When I read Doug's report I have to say, I have no idea how he kept his cool. If I had my TR4 away having work done and then received it back in that state, I think I'd have been incensed to say the least. Doug did confess to being somewhat p***** off but said that he was just glad to get the car back in the end. Let's hope that by our next meet Doug will have the TR4 fully road legal and ready to enjoy this coming summer!

That is all for another month. If you are doing work on your Triumph, why not send either Charlie or myself a few words and the odd photo. We'd love to share your experiences with the rest of the group.

If you would like to join us for our next area meet, Charlie will send out the details of the zoom link in our next area email update. The date will be Monday April 12th and we log in at 7:30pm. It would be great to see one or two more faces. If you haven't used 'Zoom' before do please get in touch and one of us will talk you through it. It really is pretty simple and its as good as it gets just at the moment.

All the best

Paul & Charlie

Scotland Central

e-mail: dave.fray25@gmail.com

Tel. 07557 659311

www.tssc-scotland.org

FB. www.facebook.com/groups/TSSCScotland

Thankyou to all of you how took the time out to attend our Zoom meeting in March, its was well attended and nice to see some members who have not had a chance to come to the club meeting in person but are now able to join our Zoom meetings, David Robertson in Glasgow with a spitfire, Colin with a Bond Equipe and John with his GT6 MKIII,

Following feedback from members we have



Scotland Central Somerset - North Staffs

Scotland Continues

agreed that we will also have a zoom meeting in May

Much debate was held on the topic of Stomberg carbs fitted to John's GT6 and the possible causes of his car stopping after running for 15 minutes, a range of possible causes were discussed and John was furnished with lots of things to go away and check, John we expect and update next month, Ronnie had issues with the overdrive on his MKIII spitfire type D overdrive unit and it was good to hear members taking through the issues and give sound practical advice,

A video clip was shown of the Triumph Herald coming down the line in the original factory during the manufacturing process and it was interesting to see how things were done back in the sixties, if anyone has any good video clips for next month let me know,

A discussion took place on the various shows and events that are going on or are being cancelled, The Interclub event in Malvern was discussed with a number of members indicating that they were interested in attending, a number of us will be travelling down part way on the Thursday and staying overnight and getting into the show early afternoon on the Friday and we plan to return home on the following Monday,

There are 2 new Triumph TR7 in the area with Martin having pick up a TR7 convertible with a Sprint Engine and I have picked up a TR7 FHC made between July and oct 1981

Our next zoom meeting is Thursday 8th April starting at 7.30, meeting id 92023795769, passcode 665379



Dave

Somerset

e-mail: harry.vc.every@gmail.com

Tel. 07850 273823

Hi all. We hope this article finds you well in these difficult times. It has been a relatively quiet month here in Somerset. That being said, many members in the area are taking the opportunity to get those winter jobs done on their cars before spring hits.

Scott has been working on his Triumph Spitfire and with the help of his brother has installed new adjustable shock absorbers to the front end. Also new hoses for the cooling system.

The inlet manifold was sent to the Triumph Sports Six Club who have done a wonderful job of refurbishing it and replacing the old copper pipe with stainless steel.

Alan discovered that due to the handy work of a previous owner, the handbrake cable on his Mk2 Vitesse had been rubbing on one of the copper brake pipes at the rear of the car to the point where it had nearly broken through to the middle of the pipe! He now plans to overhaul the brake lines on the car.

Whilst it is still very difficult to plan events for the year ahead, things are beginning to look brighter and with any luck we should be able get out and about in our cars in the not too distant future.

As a reminder the area is still holding its monthly meets virtually via Zoom. If you are not receiving the emails containing the login details for the meeting, please get in touch.

All the best

Harry & Maggie

North Staffs

e-mail: triumphsportssixstaffs@gmail.com

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

Tel. 07939 603061

Hi Folks. Hope you are all keeping well and by the time you read this a good number of you will have had at least one covid virus injection, and by then some of the restrictions will have been lifted.

On the 12th of the month, we can meet outdoors with five other people and have a drink, a big "Cheers" to that.

At this point in time, many of the show organisers

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By 8th of each month - Thank you



Suffolk

have still not updated their websites and no information about any of the shows they normally promote is available.

This could be due to having to cancel many of the events last year which of course had a big financial impact on these businesses, some may just have had to find other means of employment.

It's not until 21st June we can gather in large groups, and that's if it all goes to plan and the dreaded virus doesn't start spreading again in large numbers.

By next month hopefully, we will start to see some information on what events will be on, I will keep updating the events list as and when I get the information.

Andrew Parker informed me that he has sold his Mk3 Spitfire due to a 1-year old small person unable to be carried in the Spit, he assures me that he will be returning to a 2 seater Triumph, but in the meantime is on the lookout for a suitable Triumph saloon.

Andrew had a number of Spitfire spares for sale which he wanted to give club members first shout out for the parts, and he successfully sold them to a club member which is great.

New member Carl Worthy contacted me over the weekend who had recently bought Lovely Spitfire

and being a nice day was taking it for a spin after doing some work on the car.



Having rung me he thought it would be a nice idea to pop over and meet as there have been no meetings since he joined the club.

I was more than willing for Carl to drive over to meet up with one another and show me the car.

It's a really nice looking MK3 in red, being a bit of a perfectionist Carl has plans for some improvements like new hood seat covers, interior trim, and seals, it was great to meet Carl who has owned a number of Triumphs over the years and look forward seeing him at the meetings when we can restart them.

What great news that the club has helped to move

the classic car club scene on, by getting the collaboration of other Triumph clubs, and MG car club to unite, and bring about the Interclub Triumph & MG weekend on the 13th - 15th of August at the Three Counties Showground.

With very little happening there is not much else to say, just that we hope that things get back to some form of normality and we have a great summer for motoring events.

Keep on driving the Triumph way,

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

Suffolk

e-mail: suffolk@tssc.org.uk

Tel. 01206 250360



Hello everyone, hope you are all keeping well. Most of the news seems to be about cancelled events. The regular Ipswich to Felixstowe classic car run has been put off again. This is hardly a surprise, as details of road closures need to be submitted to the council 3 months in advance, and the amount of people that congregate at the start and finish of that event would make social distancing an impossibility.

Good news though, is that Helmingham Hall is all set to go for the 1st of August. Entries have been rolled over from last year, so hopefully with restrictions relaxed we can look forward to seeing many cars out for that great day out.

I and some other Suffolk members have been taking an interest in Anglia Car Auctions new online format. The YouTube videos have evolved since they were forced to have them behind closed doors, and the latest, complete with live commentary between most lots, certainly looks quite professional. It also means you can check the results



Suffolk West Sussex

Suffolk Continues

quickly, by scanning through the videos before they're written up on the website. Disappointingly, there were only 2 Triumphs in the last one, but some interesting results nonetheless. £27K for a Bond Bug anyone?

Finally, (in both senses of the word), Peter Bird has got himself a TR4. Not the one from the USA he's been hanging on for nigh on 2 years, that eventually came to nothing, but a UK sourced TR4A from a member of the TR register. I've seen the pictures, and it looks lovely. As I type, it's still not within his hands, Covid restrictions and some house moving logistics have put paid to that for now, but with luck and a following wind, he should have it with the arrival of the better weather. We look forward to seeing it at the next meeting ... whenever that may be! Keep safe and see you when we're allowed.

Russell

West Sussex

e-mail: nigelayre@hotmail.co.uk

Tel. 01403 253034

It's been rather quiet around these parts for the last few months, but there are signs that our cars may be waking from their slumber - some are even getting out!

Barry has already taken a trip to the seaside in his Herald, confirming that he has clearly overcome any sticking clutch issues.



Iain seems to have overcome his Herald's sticking clutch problems too, only to find that a fueling problem has returned. With its MOT due early in March, it is being sent to a garage for both to be looked at, by a former Triumph owner, so hopefully it will be ready for action again soon.

After hearing of sticking clutch problems, Jess decided to fire up her Herald convertible and take it for a drive, then give it a good wash, before returning it to the safety of the garage. Significantly, she has also acquired another Herald - a fairly rare - and



slightly battered - white and gold two tone 1200 Herald Coupe. It's already getting used to travelling by trailer - seen here being towed by an equally rare Field Marshall tractor - but should be sporting its new tyres and ready for spring by the time you read this.

Paula fitted a new accelerator cable to her Spitfire and took it out for a spin, but still found the accelerator to be a bit sticky.

She reports that the manual only shows front springs not one at the back. She's also compared it with the one shown in the Rimmer's catalogue only to find the mounting looking very different to hers. Advice is being sought. If only for a Club night, where such issues can be looked at properly - and usually resolved!!!! Pic



Henrik was delighted when his Vitfire fired up at once, to take him on an essential journey to Sainsbury's. Only the fuel gauge played up, remaining on zero. Having checked the fuel gauge itself, he posted on our Facebook page, which attracted the predictable range of suggestions from filling it with petrol, through connections, to the dreaded (and well hidden) voltage regulator.

We await developments!

Glen has taken his Vitesse round the block, delighting in driving a real car again.

Martin's has also taken his Vitesse out, but it has repaid him by causing a few concerns recently, with a broken tie arm bolt and a possible knocking UJ.Pic



Although it has not yet ventured out, Area Organiser Nigel successfully fired up his Vitesse "more or less first time" and reports that it's running well and ready for Spring. With Area Meetings still looking a long way off,



North Wales - South Wales

hopefully he will at least get the chance to organise a drive out or two in 2021 - within the bounds of "Rule of Six" or whatever we are labouring under at the time.

Some of us haven't even got quite that far, although my Spitfire has made it to the drive and been given its biennial TSSC Valuation (thanks Bern) and although it hasn't actually moved yet, Dominic has cleaned a layer of dust from his Vitesse.

We remain ever hopeful that we will return to Club nights one day, so it is good to report on our usual venue - the George & Dragon. There is major building work going on, with a new kitchen and large dining room being constructed. However, the wonderful marquee that we have used through most of the year has come down, so we may not be able to avail ourselves of it in future. But, we still look forward to our return.



I'll close this month with a report of a future event, from Ben. This takes place each year at his pub - The Queen's Head at Barnes Green: Date for your diary! This year will be the 11th annual Classic Vehicle Meet in aid of St Catherine's Hospice!

In 1990 we had over 250 vehicles attend and we hope to see you all this year plus more! We hope to have live music throughout the day, BBQ and a selection of great raffle prizes! Timings and more information for the day will be updated nearer the date depending on potential Covid restrictions.

Please keep an eye out on our pub and event Facebook pages for updates on what we hope will be a great day to raise vital funds for such a worthy cause!

Keep safe. Keep sane.

John

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By 8th of each month - Thank you

North Wales

e-mail: helenahill@btinternet.com
www.wrexhamgandtriumph.co.uk
Tel. 01691 600215

Hello, everyone. February was a quiet month, our Chester & Wrexham group had the usual Zoom meeting on Tuesday 2nd., but apart from that there was not much else going on. Being able to keep in touch via Zoom is a really good way to communicate, and gives people the opportunity to bring anything that needs attention to the fore. But let's not forget the telephone, as it's always great to have a chat with friends.

Our Honda HRV sailed through her M.O.T. the following Friday with no advisories. She's 19 years old now, so not doing too bad, fingers crossed.

Roger had his vaccination on the Saturday, with no side-effects at all.

That about wraps things up for February. Still unsure which events will be going ahead and which will not. At the time of writing this in March we have been notified that the Practical Classic Car & Restoration Show at the N.E.C. scheduled for June has been moved to March 2022.

So, please remember that you can always contact us either by e-mail or telephone if you have any queries. In the meantime, take care and stay safe.

Regards,

Helena & Roger.

South Wales

e-mail: alan.gourley@hotmail.co.uk
www.triumphwales.moonfruit.com
Tel. 07802 204068

February chucked all sorts of weather at this part of the world and most of our members have been hoping to get the call from their local medical Mot centre to get an armful of potential Liquid Freedom. I have to say thanks to the local club members who have contacted me over the last month with a few interesting problems to keep my interest stoked up. GT6 Tim's radiator got eaten by using the wrong coolant! This got me thinking about my own coolant as it's been in the Spit for at least two years or at least since I changed the radiator for the wider one at two years ago or was it last year? No last year doesn't count as it didn't happen.



South Wales - Wessex

South Wales Continues

Rooting around my garage I found the Comma Super Coldmaster 5 litre coolant concentrate that I had used which clearly states it is for ferrous and aluminium engines in older vehicles and contains silicates as corrosion inhibitors with ethylene glycol as the anti-freeze and is toxic. Not to be tipped down the drain! I remember meeting a chap on one of our show outings who was one of these old time mechanics who had worked on Canadian piston engine air force aircraft and vehicles in the early fifties. His guide to coolant for old vehicles was pretty simple and easily remembered "If it don't look Blue it ain't gonna do" one of his show cars was an ex RAF Mk2 Standard Vanguard which looked mint under the bonnet.

Tim's GT6 problem had got me thinking so I decided to drop my coolant and put a batch of fresh in for good measure. There was no sign of any corrosion in the coolant which usually shows up as rusty or dark discolouring of the coolant. I have always used 50:50 mixes where ethylene glycol is concerned and it has never let me down and I don't get too hung up about using distilled water as in this part of the world the distance from cloud to tap is about the length of the garden so the water is pretty good. A pretty good rule of thumb is if your kitchen kettle does not fur up you have good or very good water quality, lack of twigs and dead sheep also helps.

I also remembered something I read about Spit and Herald engines some years ago, if you take the radiator hose off the thermostat housing and inspect the inner and outer surfaces, little or no corrosion pitting is a good indication that the coolant is doing its job or at least the corrosion inhibiting silicates are doing their job as the housing is aluminium alloy. Anyone who has rebuilt Herald or Spit engines and Vitesse 6 pots for that matter, will be well aware of the often totally corroded nature of the thermostat housing which usually is totally corroded onto the two studs which hold it on. This corrosion is caused by the two metals Iron in the steel and the aluminium in the thermostat housing electrochemically reacting aided by coolant usually water containing little or no chemical inhibitor.

This is where the Silicates come into play in Glycol coolants which reduce or inhibit the chemical reaction between the aluminium and the Iron which happens very slowly over time. A bit like 40mph in a MGB.

Something else I was reminded about was the looming E10 fuel issue which will be introduced in September. We will still be able to run our classics on effectively E5 fuel as long as you pay for the premium octane content fuel at most fuel forecourts. Regardless, it is essential that all the rubber fuel hoses and fuel control float valves are made from ethanol resistant rubber compounds. Having a good look at my engine bay I found a suspect fuel hose that I could not identify for sure. I had purchased a metre or two of Ethanol resistant fuel hose for my Stag rebuild from Bern Littlewood which was correctly marked CODAN R9 SAE J30 R9 so having little else to do I decided to replace all the fuel hoses on the Spit 1500. If you decide to do this in your garage make sure the battery is disconnected all sources of ignition are off and open the doors. I also have a collection of fire extinguishers on hand just in case fuel is spilled.

Well I hope this month's covid free wittering's on things Triumph have been of some use and maybe keep your minds off not being able to meet up for yet another month.

Stay safe.

Al

Wessex

e-mail: trevorcarlyle@btinternet.com

or e-mail: berry223@btinternet.com

www.triumphnewforestrun.co.uk

Tel. 01425 475376

Hello, I am sat here racking my brains as to what I can say this month. . . "not a lot!". A few dates have been announced, NO!, not car events, dates from our leader, Mr Johnson. 12 April at the earliest: Non-essential retail to open, 17 May at the earliest: Pubs, restaurants, cinemas, hotels, B&B's 21 June at the earliest: All legal limits on social contact set to be removed, with the remaining sectors of the economy reopened, but as we keep getting reminded, this is not set in stone! I leave you to acquaint yourself with the latest updates. Hopefully most of us will soon have had our second jab. When we can get out and about the hardest thing will be trying to find places to go that are not overrun, as it is going to be busy with those who have decided to have a stay-vacation in Britain, which is going to be most of us. When I last looked, the Tyrrells Ford was still up for sale, so we are not sure if it is intending to reopen after lockdown, we assume it will, but if



Wessex

not, another meeting place will need to be found. When that will be, we are not sure, it might have to be another unofficial meeting, it is too early to speculate. Any new developments will be forwarded via our Wessex Triumph emails.

The latest Covid causality is The Great Dorset Steam Fair which has been cancelled for a second year. The uncertainty was too bigger risk as it cost over £3 million to put on. Also announced, just in time for this report, The Bath Festival of Motoring 19th/20th June CANCELLED! So it has started, the cancellations, if we get to do anything this year, it will be a bonus! On the other hand, the Bournemouth Air Festival 2nd-5th September has said it is planning to go ahead.

There is a new event, a collaboration between Triumph clubs, TR Register and TSSC and the MG Car Club to create the Triumph and MG Weekend at the Three Counties Showground, Malvern. 13th - 15th August 2021. A three day event celebrating several milestones, with auto-jumble and many other attrac-

tions, too much for me to write here, so take a gander at the various Webb sites and see what you think.

Is there a ray of hope? Some good news, or is it fake news? Look it up and make your own decision. What am I talking about. . . . Porsche's synthetic fuel, claimed to reduce CO2 by 85% and needs no engine modification. Sound to good to be true? Also, though this is not news to us, we have all been saying, "how will they be able to source enough precious metals to make all these battery cars", well a report has come out saying there might be a bit of competition to acquire these rare & precious metals and the prices might rocket, what a surprise! The jury is still out on how environmentally friendly electric vehicles will be, depending on which report you read.

Apologies that I could not muster anything more uplifting, but as they say "times they are a changing". Keep smiling and be safe,

Martin

BE PART OF HISTORY

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



www.silverstoneclassic.com

OUR CLUB'S EXCLUSIVE CAR CLUB
DISPLAY PACKAGE CODE IS: **2020CCD006**



You can purchase Tickets online via:

www.tssc.org.uk - Club Shop - Events

Details: www.triumphandmgweekend.com

Leicester and Rutland Area

You are cordially invited to the

35th Sunshine Rally 6th-8th August 2021.

We will be at our venue Greetham Community Centre, Great lane, Greetham, LE15 7NG. An immaculate small friendly community centre with a comfy lounge and bar. Camping is on a flat sheltered field, dogs welcome. (Unfortunately no electric hook ups). Less than a 5 minute walk to Greetham village with 2 pub restaurants.

Camping / Caravanning Friday 7th & Saturday 8th with the option for additional nights.

Friday Night

A warm welcome, with Tea and cake on arrival, meet old friends, make new ones and join in with our light hearted quiz to start the weekend off, plus our Slot car challenge. Bar 7-11.

Saturday

Optional planed casual drive around half a dozen picturesque villages in Leicestershire and Rutland with a small on foot treasure hunt in each village. Add the scores up and there will be a trophy for the winners by the end of the day.

Saturday Night

BBQ, followed by fun, entertainment and a bit of a boogie to end the night. Bar 6-11.

Sunday

A magical mystery drive out to a local place of interest, returning around lunch time. Once back at the site it's time for our park and pose car show with raffle and prize giving at around 14.30 to 15.00.

Prices;-

Rally weekend with one night camping.....£20.00 per unit.

Rally weekend with two nights camping.....£36.00 per unit.

Extra nights on request.....£12.00 per unit.

BBQ..... £7.50 per person, Children under 10 years....£5.00.

For more details and a booking form please contact;-

Jan on 07799804415 J.muschialli@ntlworld.com

Dave on 07770650802 davesmith.triumph@hotmail.co.uk





Join us for the Northants Area

CAMPING WEEKEND

Friday 3rd September - Sunday 5th September 2021

At Top End Farm Campsite,
Colmworth Road, Little Staughton MK44 2BY

This year's theme is...

Hawaiian

So mark it in your diary and we look forward
to seeing you there!

Further information/booking details will follow
once the campsite has confirmed pricing for 2021.



In the meantime, any enquiries may be made via email to
nigeljohnhawes@gmail.com

BE PART OF HISTORY

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



www.silverstoneclassic.com

OUR CLUB'S EXCLUSIVE CAR CLUB
DISPLAY PACKAGE CODE IS:

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