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THE COURIER NUMBER 491 MAY 2021 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 491 MAY 2021

**One off Factory Vitesse Coupé
at TSSC HQ!**



TSSC COUNCIL OF MANAGEMENT 2021

Chris Gunby - Chairman/Gen Sec



Tracey Hawes - Financial Lead



Nigel Hill - Area Liaison



Tom Hartley - Director



Jane Rowley - Director



Neville Wright - Director



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

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



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



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



TSSC HONORARY MEMBERS

Chris Allen. Dave & Sue Bayliss.

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

John & Pam Griffiths. Leon Guyot.

Pip Flegel. Michael Hancock. John Macartney.

Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.

Frank Spencer. Paul Swanson. Peter Williams.



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THE May 2021 COURIER

Price £3.50 Free to Club Members.

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UNIQUE FACTORY VITESSE
ARRIVES AT HQ!
PICTURE BERNARD ROBINSON
TSSC HQ

Courier Copy/Area news



Editor. Bernard Robinson

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NO Word/etc Document attachments please

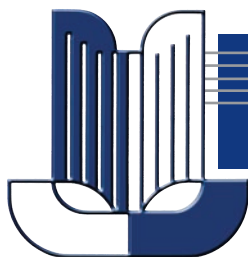
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THE GET OUT

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

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TSSC HQ Services

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

TSSC Head Quarters is

CLOSED to Visitors until June 21st
Tel. 9am to 5pm - **Monday to Thursday**

TSSC MEMBERSHIP & RENEWALS

Worldwide Membership & Renewal
£51.00

Young Member (Age 17 to 25)
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Direct Debit: Worldwide Membership &
Renewal (From UK Bank Account Only) £45.00
Young Member (Age 17 to 25)
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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

TSSC MEMBERSHIP ENQUIRIES

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

INSURANCE VALUATION SERVICE -

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

Email Only at present

e-mail Form To:

TSSC Valuation Service

e-mail: courier@tssc.org.uk

Form on Website: www.tssc.org.uk

TSSC INSURANCE PANEL Contact Numbers

FOOTMAN JAMES & CO LTD

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FJ Breakdown Recovery - 0800 132 278

PETER JAMES LIMITED

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TSSC MUSEUM - CLOSED

TSSC HQ, Sunderland Court,
Main Street, Lubenham, Leics. LE16 9TF
e-mail: info@tssc.org.uk

TSSC SHOW CAR REGISTER

TSSC HQ, Sunderland Court,
Main Street, Lubenham, Leics. LE16 9TF
e-mail: info@tssc.org.uk

COUNCIL OF MANAGEMENT 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

2021 Events Begin?

As lockdown begins to ease we are all starting to think about getting out and about in our Triumph cars again. Although there are many events that have had to be cancelled there are hopefully, if restrictions allow, a good amount of events scheduled to take place.

I know many of you will again be disappointed this year as they have cancelled Le Mans again and it will not be happening until 2022. This was going to be our first trip to Le Mans and were really looking forward to it, but will have to wait until 2022. I am sure it will be worth the extended wait. We were also going to Isle of Wight in May but due to not being in a bubble with those we were sharing with, unfortunately we are not able to attend. For those still able to attend have a great time but please stay safe and keep to the COVID rules.

This means our first major event will be Silverstone Classic. 30th July to 1st August 2021. At the moment this is still scheduled to take place. Anyone thinking of attending you can still buy the display package

which includes 2 tickets and a pass to display your Triumph on our TSSC display stand using the discount code shown in the Courier on the advert for the event. The event has Racing, numerous car club displays, evening entertainment plus more. Hopefully it will be the same this year but due to COVID rules there may be changes, no one knows at the moment.

Once you have recovered from this event it won't be long for the Club's main event. Triumph and MG Weekend at Malvern, 13th to 15th August 2021. Please see advert in the Courier for more details and how to buy your tickets from our Club. Event not to be missed.

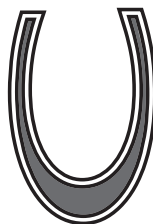
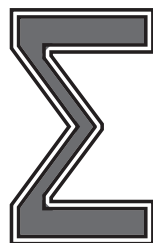
I know many of you will be keen to getting back to your regular area meetings, please bear with us and your Area organisers and stick to the rules in place. Hopefully after May 17th we may be able to meet, numbers limited, outdoors at our venues if open and obviously if they are happy to do so. We need to make sure that what ever we do we stick to the rules set out by the Government at the time.

I would like to finish on thanking the TSSC Staff for their help and understanding in these difficult times, either working in the office or from home. Times have been difficult for everyone
Stay safe



BY TRACEY HAWES

TSSC COUNCIL OF MANAGEMENT



EVENTS CALENDAR

e-mail courier@tssc.org.uk

TRIUMPH
SPORTS SIX
CLUB

TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

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

August 2021

FRI/SAT/SUN 13/14/15 AUGUST 2021

TRIUMPH & MG WEEKEND

THREE COUNTIES SHOWGROUND
MALVERN, WORCS.

TEL. 01858 434424 EMAIL - info@tssc.org.uk
www.triumphandmgweekend.com

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

TSSC LEICS & RUTLAND

SUNSHINE RALLY

Contact Dave on 07770 650802
Jan on 07799 804415

Sept 2021

FRI/SAT/SUN 3/4/5 SEPTEMBER 2021

**TSSC NORTHANTS CAMPING
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nigeljohnhawes@gmail.com

SUN 19 SEPTEMBER 2021
STANDARD TRIUMPH PICNIC
WALTON HALL - WARKS

Contact. Martin Johnson-Howe
Tel. 01455 554624

FRI - MON 24 - 27 SEPT 2021
30TH LAON HISTORIQUE
LAON - FRANCE

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Scenic Car Tours 01732 879153

CLASSIC CAR SHOWS (CLUB INVITED)
July / August 2021

FRI 30 SAT 31 JULY / SUN 1 AUGUST
SILVERSTONE CLASSIC 2021
www.silverstoneclassic.com
Booking Code 2020CCD006



Insurance Valuations

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

So all Valuations will be done via E-mail.

Valuation Forms Available here:

www.tssc.org.uk. Click on 'The Club' in Left hand Menu. then Scroll down to Club Document Downloads. Download TSSC Insurance Valuation Form, print off, fill it in, Scan or Take a Picture of it and email this to Bernard at: courier@tssc.org.uk with Minimum of 4 Pictures attached.

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

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

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



Triumph Sports Six Club VALUATION CERTIFICATE



www.tssc.org.uk

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

Insert Name of TSSC Insurance Panel Company Here.

POLICYHOLDER'S DETAILS

Title (Mr/Ms etc) and full name(s) Surname
Membership No. / Membership Expiry Date
Address (including Post Code) Post Code
Daytime Tel. No. Evening Tel. No.
Fax No. Email:

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

VEHICLE DETAILS - MUST BE COMPLETED									
Make & Model	Year	Engine Size & CC	Transmission	Colour	Body Style	Number of Seats	Number of Doors	Number of Windows	Number of Tyres

Overall Conditions - CONOURS, A1+, A1/S - Serviceable, P - Project

Body Paintwork
Chassis & Frame
Engine Bay
Transmission & Suspension
Exterior Equipment
Interior
Tyres
Last Known Valuation
Sign of Value

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

CONOURS: The vehicle used in conjunction with this certificate must be in a condition of repair that meets the following specifications. It must be clean, free from corrosion, rust and must be in a condition to be driven on public roads.

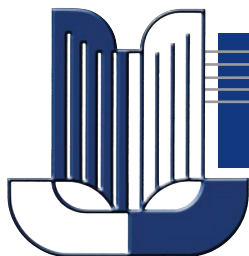
A1+ - The vehicle must exceed A1 - SERVICEABLE and with a life after it could be considered to be Conours.

A1/S - SERVICEABLE The vehicle must be in excellent condition with bodywork/Chassis mostly free from rust.

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

NOTE: This certificate will NOT be TSSC Backed unless Insurance is with a TSSC Insurance Panel Company

Provided the details and members' valuations are in a condition to be used in the event of a claim, the Club may request more information or a personal inspection.



NEWS REVIEW

Monthly News of a Triumph Nature

Jo Field

I am a sorry to have to inform all of you that Joanne (Jo) Field formerly of Jigsaw Triumph services in Corby, Northants sadly passed away on 20th March after a short illness.

Both Jo and Mark have been great supporters of the TSSC for well over 30 years, our thoughts and condolences are with Mark and the family.

Chris Gunby
TSSC Chairman

Unique Factory Vitesse Coupé

I am delighted to tell you all that the only factory produced Triumph Vitesse 1600 Coupé has been purchased by the TSSC for the museum at HQ. It's this issues Cover star!

The car was discovered in France in 2019 and after a lot of time and discussions the owners decided that the TSSC would be the best custodians for this one off vehicle.

The car will be on display at HQ once we reopen to the public on 21st June (Covid allowing) and I am sure you will be reading a lot more about this very special vehicle in the Courier in the coming months.



Chris Gunby
TSSC Chairman



OFFER for May 2021

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- ▶ Uses less current than conventional starters

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HITORQ801	SPITFIRE IV & 1500	£195.00
HITORQ101	VIT/GT6	£175.00
HITORQ100	2000.2500/TR5/6	£175.00
HITORQ400	STAG	£175.00
HITORQ406	DOLOMITE SPRINT/TR7	£175.00
HITORQ414	DOLOMITE 1300/1500	£175.00
HITORQ103	TR2/3 BOMB TYPE	£175.00
HITORQ102	TR3A/4/4A	£175.00
HITORQ318	TR8 + Rover Eng STAG	£195.00



P & P 10Kg



1600, Mk 1&2

DAVE RUMENS vitesse@tssc.org.uk

Get You Running Again

Hello folks. Hopefully at the end of this month we should be able to go to a few events, and start getting the area meetings up and running.

If we can, then the **Inter-Club Weekend in August** should be OK this year and like many of us I am looking forward to it. I guess we are all getting starved of Classic Car activities, so this event will go a long way to satisfy our cravings. The last and first Inter-Club at Stratford, [Picture 1](#), in 2019 was a popular success with members of both the TSSC and the TR Reg. As this years also includes the MG club it should be interesting to get the two leading British sports car marques together at one event. If you are camping make sure you have booked as it will quickly fill up once we get the clearance from the government for large events of this type to go ahead.

There is nothing worse than breaking down in your classic car when going to an event or on holiday. It can be time-consuming sorting out what normally is a simple problem if you are not carrying some basic spares in the boot of your Vitesse. Therefore, I have been asked a number of times over the years what service spares should I carry in my Vitesse by the club members.

I covered this subject back in March 2008. However, it is worth reiterating the point then raised, that most road assistance organisations now don't carry the basic classic car service items that may be needed to get your Vitesse going again.

I would suggest the following basic parts,

Points.
Condenser.



Pic.1.

Rotor Arm. Make sure you use a red rotor arm.

See Picture 2.

Distributor Cap.

Sparking Plug.

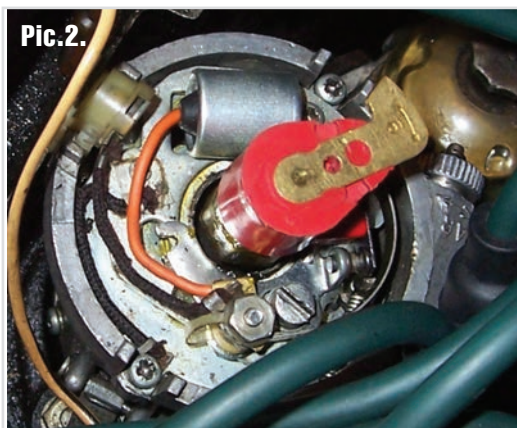
Set of Bulbs.

Plastic Insulation Tape.

Exhaust Retaining Strap.

A Bottle of Coolant Leak Repair as the radiator or heater matrix could spring a leak.

A couple of 35 Amp Fuses



Pic.2.

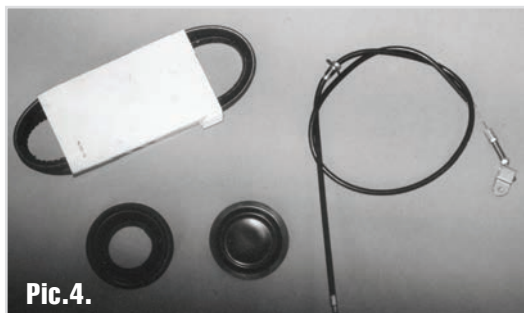
One of the reasons for carrying the above service items is it can be difficult to assess their condition therefore they can fail without warning and stop your car. In the case of the fuses, if one blows this is nor-



Pic.3.

mally caused by a problem with the electrical system and just replacing the fuse will not rectify the fault. One thing to watch for is that the internal wire can fracture and break with age, so it is always worth replacing old fuses before this happens. I would also add to the above list a good torch.

It should be possible to assess the following service



Pic.4.

items and replace them before they fail on you, which normally happens in the most inconvenient place. See Pictures 3 and 4.

Top Hose.

Bottom Hose.

Set of small hoses.

Throttle Cable.

Stromberg Carburettor Diaphragm.

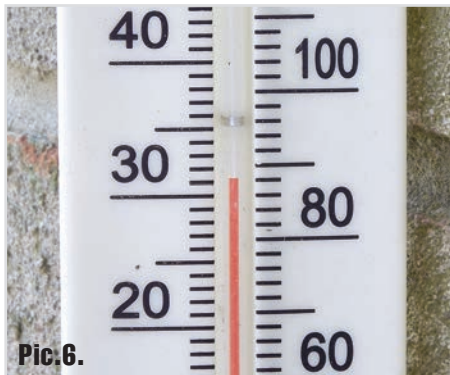
Smiths Emission Valve Diaphragm.

Fan belt

It is always a good idea to have these available on the shelf at home and change them before they fail on the road. However, if you are concerned that they may fail then carry

them in the boot of your Vitesse. With this in mind I would suggest if you have fitted the club silicon hoses, then there is no need to carry any spare hoses in your boot as in my experience these are both well-made and long lasting. Picture 5. Unlike some of the reproduction examples I have come across.

That's my stuff for this month. Roll on that hot, Picture 6, fine weather at the end of May and get those Triumphs out on the road to



Pic.6.

your local event. Many thanks to Peter Williams, Tom Longley and Richard Burnham for responding to my request for information regarding an Automatic Vitesse. It's what the club is all about. Don't forget I am always looking for input from you about your experiences of owning a Vitesse as it gives us a wide appreciation of these unique Triumphs. That is for this month,

***So Safe Driving and
Keep Running On All Six***

Dave



Pic.5.

POWERED BY THE TR REGISTER, TRIUMPH SPORTS SIX CLUB AND MG CAR CLUB



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INTER-CLUB

TRIUMPH & MG WEEKEND

Celebrating 60 years of the MG Midget, Triumph TR4 & Triumph Herald 1200 plus 40 years of the Acclaim and 20 years of the MG Zeds!



THREE - COUNTIES
SHOWGROUND, MALVERN

13 - 15TH AUGUST 2021

www.triumphandmgweekend.com

TICKETS : www.tssc.org.uk

Click on TSSC Shop then on Events Logo



INTER-CLUB

Triumph & MG Weekend

13 - 15 August 2021

3 Counties Showground, Malvern

Weekend Ticket £35.00 Per Person

Camping £5.00 Per Night, Per Person

Saturday - Day ticket £20.00 Per Person

Sunday - Day ticket £15.00 Per Person

UNDER 16s FREE

Young Members - W/end £17.50 Sat or Sunday entry £10

P&P Per Ticket Order please add £2.00

Which Triumph/MG Club are you a Current Member of?

Date. **Membership No**/.....

Number of Tickets required: Weekend **Sat** **Sun**

Camping No. Persons **Number of Nights**

Name (MR. MRS. MISS. MS.)

Address

Post code **Daytime Tel No**

E-mail

Please Make Cheques payable to TSSC Ltd and Return Form to:

**Triumph Weekend, Triumph Sports Six Club, Sunderland Court,
Main Street, Lubenham, Market Harborough. LE16 9TF**

BOOKING FORM ALSO ONLINE AT www.tssc.org.uk

Card No/...../...../...../...../...../...../...../...../.....

Expiry Date/...../.....

Valid From/...../.....

SVN No/...../...../ (Last 3 digits above Signature)

Name on Credit Card

Payment by Cash ☐ **or Cheque** ☐ **Total £**

Note: Full Refund Available if show is Cancelled



Herald

948/1200/1250

COLIN LINDSAY herald@tssc.org.uk

A light to shine in the darkness...

Once again the poor weather has driven me in to the study and the computer, where, for want of anything else to do, whilst trying to clarify current laws on headlamps I've found a lot of the usual 'things you never knew before' on the topic, but I cannot at present find any definitive guide on the subject, so forgive any unintentional inaccuracies!

Did you know that 'headlight' refers to the actual beam produced - a beam of light going ahead of the vehicle - so the proper term for the unit is a headlamp?

Headlamps were originally round because that is the native shape of a parabolic reflector; any variation will result in a loss of reflection from the non-circular area, which was important back in the days of low-power tungsten-filament bulbs which gave out a relatively poor light compared with those of today. Modern bulbs give out so much light that they can afford to play about and waste a quantity, hence all of those weird and wonderful shapes you find on cars these days.

The first Herald headlamps were simply bulbs fitted in a glass reflector unit (Pic 1); the bulbs fitted into a screw-in holder on the back and when they blew, it was time for a new bulb. Things being what they were in those days, after a time



Pic 1.

water got in round the seals and the bowl filled up with water; so much so that I remember cars sloshing as they drove by and a goldfish would not have looked out of place, and some owners even resorted to drilling a small hole in the bottom of the unit before their lights turned green with algae. Consequently as mass-production techniques improved and costs



Pic 2.

dropped manufacturers such as Lucas or Wipac brought out the 'sealed-beam' headlamp which was effectively a large 'solid-state' bulb that plugged straight into the loom on a three-terminal connection (pic 2). When it failed there was no option but to replace the entire thing - not very recycle friendly! They were a two-filament system, usually rated 60 watts for the high beam and 45 watts for dipped. The dip filament is set off centre so that the high beam lights up the full reflector, and points straight

ahead - or as straight ahead as the angle of fitment of the headlamp will allow - whilst the dip reflects at an angle because the filament is offset to one side and so points the beam downwards and outwards, so as not to dazzle oncoming traffic. The beams are further refined and focused by the pattern on the glass. In some older versions of headlamp you could rotate the bulb so that the beam pointed to either left or right, so that these headlamps could be used for either LHD or RHD cars, but eventually they just settled on the twin-filament sealed version that was used for many years on all kinds of car, and made both LHD and RHD versions. Believe it or not they were mandatory on USA vehicles up to 1983, before a change in the law meant that manufacturers could use halogen bulbs and create alternative headlamp shapes - so if you think America has always been ahead of Europe, that proves they weren't always in front.

Early cars also had a dip beam with an effect called 'kick up'; this meant that when you dipped, part of the beam pointed upwards and outwards to illuminate road signs. These days when we dip all of the light goes down to the road to illuminate verges and roadside hazards; in the UK road signs and other warnings have long been required to have their own illumination hence the old strip light that used to sit on top of roadside signs, before they all became super-reflective and boring. How I miss those lights, and the little circular red or white reflectors that spelled out the letters. Ah, nostalgia!

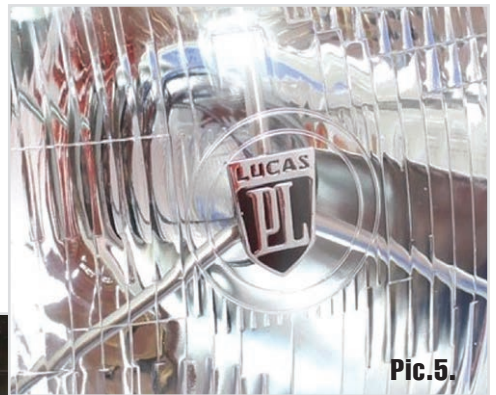
There are dozens of variations of headlamp available these days, and many are not even UK legal,

Lucas 700 (pic 3). This was a very common and basic light back in the day, although you could get the P700 which had an uprated internal



Pic.4.

reflector (pic 4) and the PL700 which had improved lens design



Pic.5.

and a snazzy silver badge (pic 5), but these were more for top-end cars, not for us plebs.

As time went on and regulations increased so did the markings, which now became codes to denote variations. They are not easy to decipher (harder to photograph!) and sometimes appear contradictory, which is where I've even managed to confuse myself. If anyone has a reference guide I'd love to see it, as currently I cannot find one in books on online, and what I do have appears to contradict itself.



Pic.3.

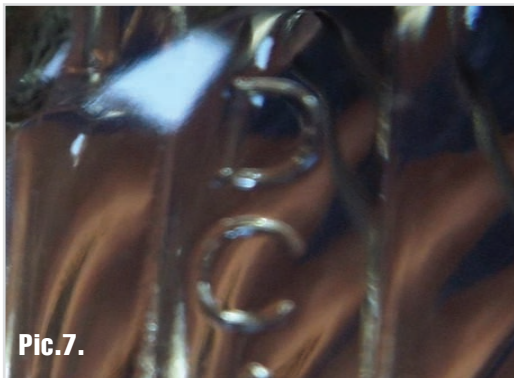
so be careful when you purchase; the same applies to old headlamps that appear for sale at autojumbles or online. You can work out the identity and purpose of a headlamp by reading the codes on the glass. Back in earlier times the simplest markings were the maker's mark and the type - for example

On this Wipac headlamp, for example, there is a large letter A, and according to my records the A should denote that there is a marker or position light built in - sidelight, parking light, pilot light,



Pic.6.

whatever you wish to call it, and yes, it has the small hole for a sidelamp bulb (pic 6). However, to confuse things, my Lucas unit also has a letter A, and no sidelight, but as the letter is inside a rectangular box this may refer to class A which denotes a tungsten filament. The codes that denote a dipped beam are a letter C, and full beam is the letter R. On many cars, like the Herald, if you have dipped beams on, you can, by pulling the headlamp flash stalk, trigger the full beams as well. If the headlamp shows the C and R it is both full and dip in one unit, but if the two letters are separated by a slash, you cannot have both on at the same time. Again, confusingly, my Herald unit shows DC, which is supposed to de-



Pic.7.

note HID Xenon (pic 7). Help!

On more modern units there is also a large letter E

followed by a code inside a circle; E11 means the unit has been approved for use in the UK (country code 11) by EU Regulation - lamps made before our EEC membership obviously won't have one, but are still legal as they conformed to the British regulations of the time.



Pic.8.

Some lamps will have an arrow, usually pointing to the left (from inside the car), this is the direction of dip (pic 8). Left hand drive cars ie for mainland Europe don't have any arrow at all, as it's really only the UK that drives on the other side of the road in Europe and so needs to confirm the lamp usage at the time of manufacture. Some units will also, very helpfully, have the words 'right hand drive' on the glass.

The four letter code should denote the fitting specification - my Herald unit reads 7603, and the Wipac 7368, so suitable for many British cars. I say 'should' as some reproduction versions seem to have copied one glass lens only, and used it on a variety of units currently for sale. Confusingly, the Lucas 7603 version is listed as 'left hand traffic' but I'm assuming this means cars that drive on the left, not cars that are left-hand drive, as the arrow points to the passenger side. Other codes may still fit our cars, but may have the mounting lugs in different positions and so require slight modifications to stay in place - I think Mini versions are different in that respect.

In modern times we've also had the benefit of halogen bulbs, a vast improvement on the filament versions, and the units are usually flatter and more modern looking, with an up-rated glass lens pattern which may not appeal to purists. In fact some, like the Clearform headlights (pic 9), have the beam pattern moulded into the reflector leaving the glass completely clear, but this is only possible due to the improved shape of the halogen bulb and the dedicated reflector - it won't work with an early filament type. If you want to re-



Pic.9.

tain the original look, you can buy period-looking L700 headlamp units that take halogen bulbs, so that your car looks old-fashioned and original, but has the brighter beams.

The problems arise when things go too far, and this is the reason for the recent regulation update. As an example, these are reproduction Lucas L700 headlamps that have been converted



Pic.10.

to take modern H4 bulb ([pic 10](#)); the ones I found are sold directly from India at around £48 each and lead me to one very important angle, and the reason for this prolonged palaver - they must be UK regulation compliant. At present we're in very much of a grey area between UK and EU regulations; for safety's sake I'll stick to the pre-Brexit rules and call them EU-compliant until we know better. These uprated H4 versions do not have the E11 number. There has been a number of alerts recently concerning the use of HID and LED-converted classic cars, but in its' simplest form we're talking about cars with existing light units that have been converted by owners, and not factory-produced units. I mentioned earlier

the use of pre-sealed unit filament bulbs, and how, when halogen lights came in, the glass lens pattern changed to suit the brighter beams. It seems logical that I could take the earlier light unit and wire the connections to take a modern bulb, giving me hugely brighter lights for little outlay and an original look. This however is where the problem lies; the original beam pattern is incorrect for anything brighter, and while you might end up with brighter headlights, they will dazzle oncoming traffic. If you compare the



Pic.11.

original filament bulb with the later H4 version, you'll see a difference in shape and length ([pic 11](#)). Once inserted into the glass bowl, the longer bulb will act on different areas of the parabolic reflector, and give a totally different beam pattern. I believe that this is the simplest reason as to why modern LED or HID lights that have been user modified have been banned. We will no doubt see more modern glass lenses and light units manufactured to suit modern upgrades, and no doubt they will pass muster and be accepted through the legislation, as indeed some cars already have - the Wipac versions with angel-eye rims and indicators, for example, are legal, but at present owner-modified units are not correct and can be a danger to other road users.

So: I hope the legislation end of the article makes sense. I got to the point in the end: you can't just take a modern bulb and fit it into an old glass bowl. Something about new wine in old bottles comes to mind... but as always, all comments and clarification welcome!

Me, I'm off for the aforementioned wine in the hope it helps the headlamp codes make more sense...

Colin



Mk 1/2/3

<http://cook1e.blogspot.co.uk/>

ANDY COOK gt6@tssc.org.uk

Repair Time Schedules - 2

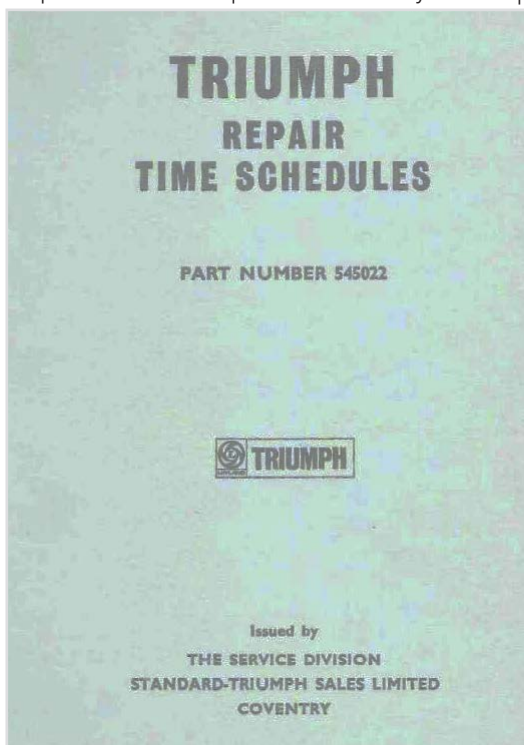
Following on from last month's article covering the Engine tasks, month I'll cover Cooling System, Fuel System, Exhaust System, Clutch, Gearbox, Overdrive and Propshaft.

Reminder as an introduction

The official repair operations document was published by Triumph and lists the repair times

schedule in the dealerships back in the day, as 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 inevitable struggles to undo rusty nuts and bolts on cars which are well over 40 years old!

The Operation Number cross refers to the relevant section in the factory workshop manual.



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

Extract from the forward section of the Repair Time 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,

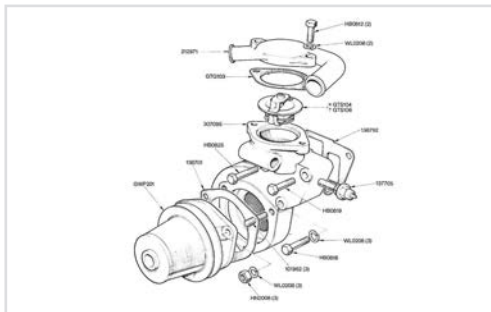
Overhaul - To remove and assembly from the vehicle, strip, examine, rebuild and refit the same.

Install - To fit a new part or accessory.

Sections covering Cooling System, Fuel System, Exhaust System, Clutch, Gearbox, Overdrive and Propshaft.

Group 1 Section 2 Cooling System

Operation No	Unit Description	Hours
1-202	Thermostat, Replace	00.40
1-203	Water pump, Replace	01.00
1-204	Water pump, Overhaul	02.00
1-205A	Radiator, Replace	01.00
1-205B	Top Hose or Clips, Replace	00.30
1-205C	Bottom Hose or Clips, Replace	00.30



Water Pump and Thermostat exploded view (from factory parts catalogue)



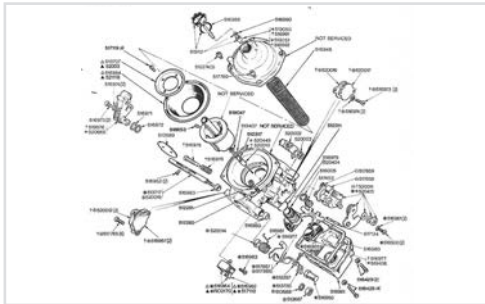
Tuning the carbs, adjusting the mixture

Group 1 Section 3 Fuel System

Operation No	Unit Description	Hours
1-303A	Carburettor, Replace one. Includes tune Carburettors	01.30
1-303B	Carburettor, Replace both. Includes tune Carburettors	02.00
1-303C	Carburettor, Overhaul one. Includes tune Carburettors	02.30

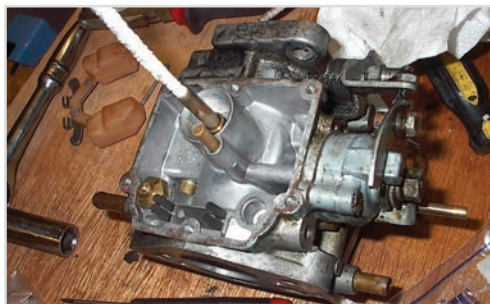


Tuning the carbs, adjusting the balance

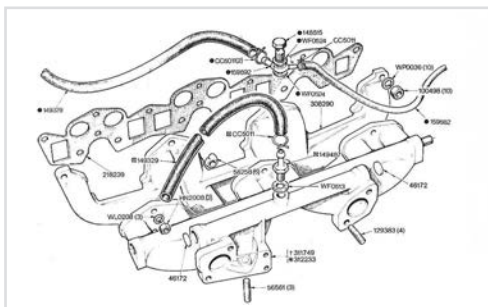


Carburettor exploded view (from the factory parts catalogue)

1-303D	Carburettor, Overhaul both. Includes tune Carburettors	03.70
1-308A	Fuel Pump, Replace	00.40
1-308B	Fuel Pump, Overhaul	01.20
1-312A	Manifold Gasket, Replace	01.00
1-312B	Inlet Manifold, Replace	02.00
1-312C	Exhaust Manifold, Replace	01.70



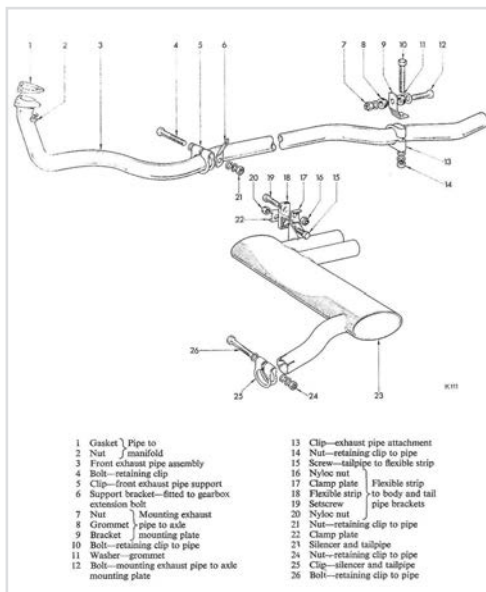
Cleaning out the main jet with a pipe cleaner during overhaul



Manifolds exploded view (from the factory parts catalogue)



Tightening Manifold Bolts with a universal socket coupling and extension



Exhaust details, MK2/3 (from the factory workshop manual)

Group 1 Section 4 Exhaust System

Operation No	Unit Description	Hours
1-401A	Exhaust Flange Gasket, Replace	00.50
1-401B	Exhaust System, Replace	01.30
1-401C	Exhaust Front Pipe, Replace	01.00
1-401D	Exhaust Centre Pipe, Replace	01.00
1-401E	Exhaust Silencer, Replace	00.70

Group 2 Section 1 Clutch

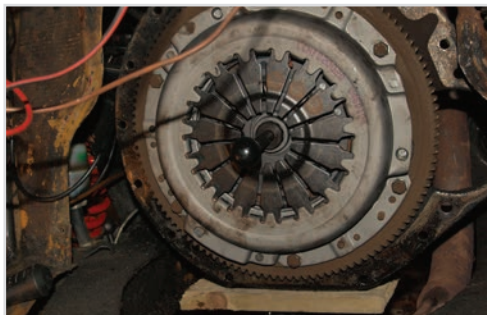
Operation No	Unit Description	Hours
2-104A	Clutch Master Cylinder, Replace	00.80
2-104B	Clutch Master Cylinder, Overhaul	01.30
2-105A	Clutch Pedal Pivot Bush, Replace	00.80



Stripping down the slave cylinder during overhaul

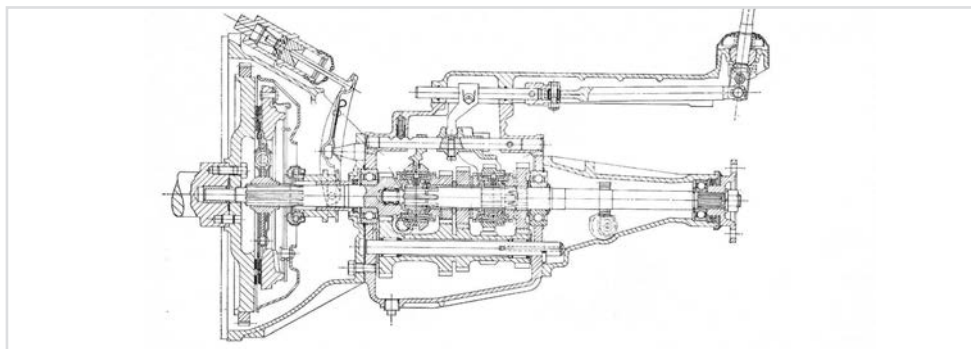


Clutch Master, Slave and Hydraulic pipe ready for replacement



Aligning the clutch plate during replacement

Operation No	Unit Description	Hours
2-105B	Clutch Pedal Return Spring, Replace	00.40
2-105C	Clutch Slave Cylinder, Replace	01.80
2-105D	Clutch Slave Cylinder, Overhaul	02.20
2-106A	Clutch Hydraulic System, Bleed	00.30
2-106B	Clutch Release Bearing, Replace	05.50
2-108	Clutch Assembly, Replace	05.50



Sectional view of the Gearbox (from the Factory Workshop Manual)

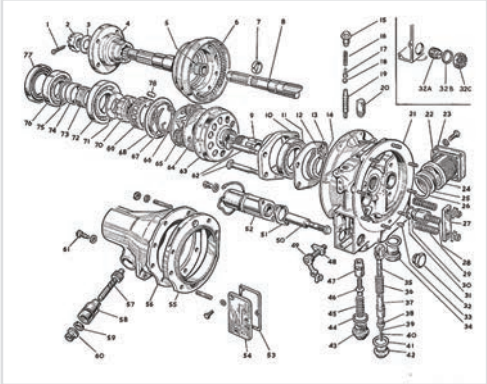
Group 2 Section 2 Gearbox

Operation No	Unit Description	Hours
2-207A	Centre Floor Cover, Replace	01.50
2-207B	Gearbox, Replace	05.20

2-208	Rear Engine Mounting, Replace	02:10
2-209A	Gearbox Top Cover, Replace	02:00
2-209B	Gearbox Top Cover, Overhaul	03.20
2-212A	Rear Extension oil Seal, Replace	02.50
2-212B	Rear Extension Joint Washer and/or Rear Ball Race, Replace	03.40
2-213A	Speedometer Drive Gear and/or Oil Seal, Replace	02.00
2-213B	Speedometer Drive Cable, Replace	01.90
2-214	Gearbox, Overhaul	08.80
2-223A	Clutch Housing, Replace	05.80
2-223B	Front Cover Oil Seal, Replace	05.80
2-210	Gear Lever, Replace	02.00



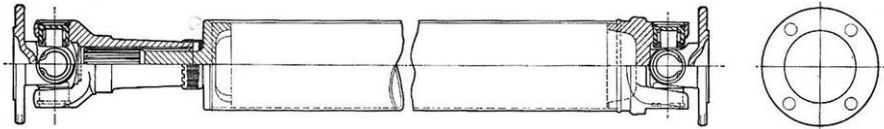
Gear Lever and remote strip down for overhaul



Overdrive exploded view (from Factory workshop manual)

Group 2 Section 3 Overdrive

Operation No	Unit Description	Hours
2-304	Operating Valve, Replace	02.00
2-305A	Oil Pressure, Test	02.00
2-305B	Relief Valve, Replace	00.80
2-307	Overdrive Unit, Replace	05.80
2-309A	Overdrive Unit, Overhaul	09.80
2.309B	Pump Valve, Replace	00.80
2.309C	Pump Assembly, Replace	06.10
2-309D	Oil Filter, Replace	02.00
2-310	Solenoid, Replace	02.40



GT6	Normal Fitment	O/Drive Condition
Length (closed) ..	38.75" (948.3 mm.)	35.28" (896.1 mm.)
(fitted) ..	39.56" (1004.8 mm.)	36.09" (916.7 mm.)
Extension ..	1.58/1.68" (40.13/42.67 mm.)	1.25 (31.75" mm.)

Propshaft details (from factory workshop manual)

Group 2 Section 4 Propeller Shaft

Operation No Unit Description

2-402A	Propeller Shaft, Replace
2-402B	Universal Joint one, Replace
2-402B	Universal Joint both, Replace

Next I'll cover off Diff, Rear Axle, Brakes, Suspension and Steering in a future article.

Hours

01.90
02.40
03.00

From the Archives

This month's from the archives was taken at Snetterton circuit in October 1996 at the Holly Birkett 6 hour endurance race.

The Holly Birkett Six Hour Handicap Endurance Race was first Run by the 750 Motor Club in 1951, this is a unique event in the world of motor racing and was the brain child of "Holly Birkett", the chairman of the club at the time.

The event is based on a free relay system. Teams of between 54 and 6 cars have to complete as many laps as possible within the 360 minutes and the race can be lost or won by the tactics of the team manager just as easily as by the performance of the drivers or the reliability of the cars.

Based upon information provided (and many years of experience), the handicappers decide upon which team they consider will complete the most laps, this is the "scratch" team.



Programme - Birkett 6 hour in 1996

TEAM NRDA		26
Manager: Ken Lark		Class: D
A: Ken Lark	Rover GTi	1600
B: Dave Clark	Ford Mustang Fastback	4700
C: John Fitzpatrick	VW Golf G11	1800
D: Steve Hirst	Ford Escort Rs2000	2000
E: Roger Connell	IVE: Griffiths	4727
F: Colin Edmond	Rover 216 Gti	1598
TEAM TSSC		27
Manager: John Davies		Class: A
A: Marilyn Adams	Triumph Spitfire	1300
B: Dave Beardsley	Triumph Spitfire	1300
C: Steve Crane	Triumph Spitfire	1300
D: Mark Field	Triumph Spitfire	1300
E: Peter Whiteman	Triumph Spitfire	1300
F: Jon Wells	Triumph Spitfire	1300
Res: Russell Mann	Triumph Spitfire	2000
BATEMAN'S ALLSORTS		28
Manager: Jeremy Batchelor		Class: D
A: John Bateman	Vauxhall Astra Gsi	1998
B: Julian Bateman	Vauxhall Astra Gsi	1998
C: David O'Call	Vauxhall Astra Gsi	1998
D: Noel Barrocleugh	Triumph TR4a	2138
E: Julian Fure	Triumph G16	1992
F: Peter Fure	Triumph Spitfire	1296
TEAM ALFA		29
Manager: Mark Powell		Class: B
A: Paul Buckley	Alfa Romeo 75	1962
B: Martin Clarke	Alfa Romeo 75	1962
C: Clive Hodgkin	Alfa Romeo 75	2000
D: John Norington	Alfa Romeo 75	1962
E: Bob Ridgand	Alfa Romeo Alfasla G-TV	2000
F: Jonathan Wright	Alfa Romeo 75	2000

Programme entry page for the TSSC team and Bateman's Allsorts team

The remainder of the teams are given credit laps according to their estimated performance in comparison to the scratch team and these credit laps are added to the actual laps completed. Should the safety car be used then the credit laps are proportionally adjusted.

In 1996 the TSSC entered a team of Spitfires Managed by **John Davies** (of "Son of Silverback Vitesse racing fame).

There was however also some GT6s entered, 3 as part of an E-Type team called "**Experience the E-type**", well the GT6 is after all known as the poor man's E Type! And another one in a team called "**Bateman's Allsorts**" with several Vauxhall Astra GSis, a TR4A and a Spitfire

BEATTIES BOYS

Manager: Colin Cox

Class: 18C

A:	Nick Bates	Multisport	1600
B:	Roy Bates	Multisport	1600
C:	David Dorby	Ap1 Multisport	1600
D:	Tony Eorman	Fordgt	1600
E:	Alan White Aldworth	Melick Mk 24	1300
F:	Rupert Creek	Melick Mk 27 SG	1598

THE SUPERSPORTS SUGAR DADDIES

Manager: Trevor Phillips

Class: D

A:	Trevor Phillips	Syba Chelms	1998
B:	Peter Willis	June Steath	1993
C:	Piglet Brown	Syba Leader 400	2000
D:	Dave Green	Easen Mk2	2000
E:	Roy Woodcock	Westfield Eleven	1600
F:	Ralph Purves	Westfield 7	1600
Ross:	Jon Stokes		

BETTY SWOLLOCKS SEXTET

Manager: Sid Marler

Class: A

A:	Sid Marler	Lolan Elan	1558
B:	Richard Faghow	Lolan Elan S3	1558
C:	Phil Rothwell	Lolan Elan S4	1558
D:	Tony Wilson	Lolan Elan S4	1558
E:	Paul Debon	Lolan Elan S4	1558
F:	Stephen Parrell	Lolan Elan S4	1558

EXPERIENCE THE E TYPE

Manager: David Barnett

Class: B

A:	Simon Ehrenberg	Jaguar E Type St	3800
B:	Colin Elsbop	Jaguar E Type St	3800
C:	John Eubrey	Triumph G16	1998
D:	Tom Richardson	Jaguar E Type St	3800
E:	Helen Elsbop	Triumph G16	1998
F:	Colin Elsbop	Triumph G16	1998

BULLETIN AT 6 HOURS

The 46th 'Holly' Birkett 6 Hour Handicap Relay

POS	NO.	CI	TEAM	LAPS	RACE TIME	BEHIND	KPH	MPH	BEST LAP	DN	KPH	MPH
1	9	D	PHILLIPS AND PROBERS	267	05:58:52.77		134.48	83.63	1:12.00	148	157.07	97.57
2	28	B	EXPEDITION 7	246	05:58:44.87	11	LAPS 129.24	80.31	1:18.21	79	146.40	89.85
3	13	D	CE SPEEDING LGS	246	05:58:05.37	11	LAPS 128.82	80.04	1:18.46	79	146.06	89.12
4	14	C	THE MOOT ATTACKS	245	05:58:38.38	12	LAPS 128.49	79.78	1:18.37	77	146.08	92.03
5	22	B	LA PROSSING	243	05:58:05.36	11	LAPS 127.95	79.25	1:18.45	100	144.21	89.60
6	24	T	ANGLER KNOT DRIFTERS	247	05:58:44.41	15	LAPS 127.19	78.90	1:18.83	100	143.48	89.14
7	1	D	TEAM BULLDOG	242	05:58:08.90	10	LAPS 127.49	78.73	1:12.17	120	144.11	89.28
8	17	T	SERVICES SCALCITRICE	240	05:58:51.49	13	LAPS 126.93	78.32	1:17.77	93	145.51	90.45
9	3	D	WITTON & THE BROWN PROBERS	237	05:58:04.82	10	LAPS 126.49	77.90	1:12.17	127	139.87	86.68
10	19	D	THE SUPERSPORTS SUGAR DADDIES	230	05:58:42.09	13	LAPS 123.51	74.85	1:20.28	79	141.07	87.65
11	37	D	DAVE DUNN'S SIDE	229	05:58:22.42	10	LAPS 123.49	74.83	1:17.90	79	138.95	85.05
12	10	D	THE SUPERSPORTS SUGAR DADDIES	228	05:58:39.00	10	LAPS 123.40	74.74	1:20.84	120	143.29	87.78
13	12	T	TEAM RAY	228	05:58:39.89	10	LAPS 123.38	74.71	1:18.06	79	141.40	87.86
14	30	D	THE FLYING DUTCH	228	05:58:23.14	11	LAPS 123.52	74.84	1:22.83	97	138.24	85.77
15	18	T	THE RING CHALLENGE	221	05:58:41.08	14	LAPS 121.75	72.79	1:13.83	120	138.20	86.63
16	4	A	THE HORN CHALLENGE	221	05:58:49.47	15	LAPS 121.70	72.77	1:22.00	95	136.96	86.13
17	39	A	DAVE'S CONVENTIONAL SPINNING	221	05:58:51.30	16	LAPS 121.75	72.79	1:24.21	100	135.15	83.48
18	10	A	DAVE'S 10 YEARS	219	05:58:31.30	10	LAPS 121.59	72.62	1:18.31	81	133.07	81.45
19	18	T	THE RIVETS	219	05:58:27.05	10	LAPS 121.58	72.61	1:19.00	97	133.24	81.77
20	15	T	TEAM YEAR	219	05:58:33.36	10	LAPS 121.65	72.65	1:19.00	81	133.07	81.45
21	28	D	BATHAM'S ALLIANCE	218	05:58:39.49	10	LAPS 121.65	72.65	1:19.00	81	133.07	81.45
22	15	A	CATY APT	217	05:58:39.49	10	LAPS 121.65	72.65	1:19.00	81	133.07	81.45
23	6	D	TEAM ASTON MARTIN	217	05:58:39.49	10	LAPS 121.65	72.65	1:19.00	81	133.07	81.45
24	10	D	TRACTORS WITH ATTITUDE	217	05:58:39.49	10	LAPS 121.65	72.65	1:19.00	81	133.07	81.45
25	25	C	FLYING DUTCH	216	05:58:50.73	11	LAPS 121.14	72.30	1:19.21	147	126.77	78.77
26	5	D	TRACTORS WITH ATTITUDE	216	05:58:50.73	11	LAPS 121.14	72.30	1:19.21	147	126.77	78.77
27	2	D	MOCK PROBERS CHALLENGERS	214	05:58:49.02	10	LAPS 120.77	72.06	1:20.28	89	120.14	78.67
28	21	D	EXPERIENCE THE E TYPE	213	05:58:53.00	11	LAPS 120.77	72.06	1:21.01	79	117.87	76.94
29	30	D	THE BIRKETT BELLES	211	05:58:14.87	10	LAPS 120.20	71.80	1:20.50	107	128.83	77.57
30	25	T	TEAM YEAR	210	05:58:53.00	11	LAPS 120.77	72.06	1:21.01	79	117.87	76.94
31	29	A	BETTY SWOLLOCKS SECTET	209	05:58:12.64	10	LAPS 120.40	71.60	1:20.07	104	127.00	76.36
32	11	T	TEAM YEAR	209	05:58:12.64	10	LAPS 120.40	71.60	1:20.07	104	127.00	76.36
33	11	B	THE MOON PROBERS	209	05:58:12.64	10	LAPS 120.40	71.60	1:20.07	104	127.00	76.36
34	11	D	HARTY PROBERS	209	05:58:12.64	10	LAPS 120.40	71.60	1:20.07	104	127.00	76.36
35	34	C	RED RINGERS	207	05:58:33.87	10	LAPS 120.51	71.67	1:20.41	117	125.08	77.72
36	17	C	DRIFT MECHANICS	205	05:58:42.17	10	LAPS 120.77	72.06	1:20.50	100	128.83	77.57
37	15	B	THE MOON PROBERS	180	05:58:56.26	21	LAPS 97.39	60.51	1:30.50	87	113.66	70.07
38	8	F	FURNESS STANLEY PROBERS	181	05:58:58.28	22	LAPS 98.19	60.77	1:47.14	79	109.61	67.13
39	7	H	H70 TRIPPI	180	05:58:58.40	22	LAPS 98.28	60.80	1:50.97	96	101.84	63.34

EASTEST LAP

9	D	PHILLIPS AND PROBERS	1:12.00	on	lap 145	157.07	KPH	97.57	MPH
14	C	THE MOOT ATTACKS	1:15.37	on	lap 211	140.08	KPH	87.21	MPH
17	T	SERVICES SCALCITRICE	1:17.77	on	lap 51	145.51	KPH	90.45	MPH
28	B	LA PROSSING	1:18.71	on	lap 79	144.06	KPH	89.12	MPH
14	A	LINES 'N' SHIRTS	1:20.21	on	lap 206	135.15	KPH	81.48	MPH
15	B	THE MOON PROBERS	1:20.50	on	lap 97	113.66	KPH	70.07	MPH

UNISYS service

750MC - SNETTERTON

MST sports timing

DATE - 26-10-96

SUNSET - 18:00

WEATHER/TRACE - BRIGHT / DRY

ISSUED - 17:02

Andy

Programme Entry for the Experience the E Type team

The final result was not so great for the Triumphs, the TSSC came 32nd out of 39 teams, The E type team with GT6s included came 28th, The team with a GT6, Astras, a TR4a and a Spitfire came 21st and there was another Triumph



GT6 at full tilt during the Birkett 6 hour at Snetterton.

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Herald 1200 front wings	£225.00
Herald 13/60 front wings	£140.00
Vitesse front wings	£175.00
Front wing 'D' plates 703627/8	£12.00
Windscreen drip channel	£18.00 pair
Herald/Vitesse door skins 901338/9	£130.00
Door Skin repair panels	£25.50
Tread plate repair panel	£11.50
Front Footwell	£105.00
Front floor mounting bracket fr 607548	£11.50
Front floor mounting bracket rear 607549/50	£11.50
Rear floor mounting bracket 607655	£12.00
B post mounting bracket 703625/6	£26.50
Stainless steel tread plate finisher	£30.00 pair
Boot side panel 804611/2	£40.00
Herald 948/Vitesse rear centre valance	£90.00
Herald 1200/13.60 rear centre valance	£97.00
Rear quarter valences Herald 948/Vitesse	£60.00
Rear quarter valences Herald 1200/13/60	£65.00
Inner front wheel arch 903075/6	£69.50
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Rear wing front repair panel	£23.50
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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
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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/PB	£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
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Herald 3 Syncro (exchange gearbox)	£425.00
Vitesse (exchange gearbox)	£425.00
Fibreglass Gearbox Tunnel Cover	£42.50
Recon Exchange Diff	£450.00
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STAG

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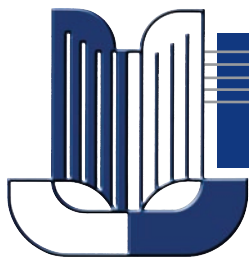
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TSSC Concours

By Tony Simpson

Annual Formal Concours

Hi folks. After a seven year absence, the Clubs annual formal Concours is back.

I recently received a phone call from Chris Gunby our club Chairman who let me know of the club's intentions to resurrect the annual formal concours starting with the show at Malvern this year. Chris asked if myself and **Steve Taylor** would resume our old roles and assist the club in organising the concours.

After a quick chat with Steve I called Chris to let him know - we're back.

Can you believe the last formal concours was held at Donnington in 2014, yes seven years ago, how time flies.

A lot has changed in that time and the last year or so during this pandemic has been particularly difficult and challenging for everyone. With lots of people not being able to go to work and furloughed I'm sure that more than a few of us have passed time spending a few hours in the garage working on our cars. I would think it quite likely that a few restorations have been completed, car's undergone upgrades and rebuilds so now is a good time to start thinking about entering your pride and joy in this years formal concours. I personally cannot wait to see all the newly restored cars that have emerged from garages hidden under mountains of box's and been hiding in barns for decades.

Chris Gunby has confirmed to me that he

would like the concours to be held in a similar format to previous years and that the event will be held indoors with space allotted for vehicle



preparation. We are currently working on updating the concours regulations and individual classes however I'm sure that these will be similar to those used in the past. As we get closer to the event we would intend to run an article in the Courier providing all the necessary information relating to the concours including rules and regulations, car classes along with advance entry application forms, albeit we are still proposing to allow entry on the day of the show.

In previous years I can recall various classes where the points margin between first position and not even coming in a trophy position being only a few points so it's vital to pick up every point you can and remember that some points are easy to win but also easy to lose. Steve and myself have been passionate about concours for many years now and spent a decade or so travelling up and down the country entering numerous con-

cours events so it's fair to say that we have picked up quite a bit of experience, tricks and tips in knowing how to prepare a car for a judge's inspection. I have previously prepared an article for the Courier outlining this knowledge and tips which I am sure are still relevant today and would no doubt provide help, advice, and assistance to anyone intending to enter the Malvern concours. I have repeated the article below and hope you find it useful.

We will be in touch again soon as we get nearer the event, however if anyone has any questions in the meantime then please get in touch.

Tony & Steve

Cleanliness, Cleanliness, Cleanliness.

There are three words which I believe best describe what Concours is all about - **cleanliness, cleanliness and cleanliness!**

So having said that how do you best go about cleaning your car to put before a judge and have it scrutinised in minor detail.

Cleaning/ detailing cars properly is not a quick or easy task, however the more you clean your car the easier the task becomes. Most people prefer to take their car out onto the open road and drive them rather than spend time polishing , however if you intend to enter your pride and joy into concours (go on give it a go you might enjoy it) there are a few tips I could share with you that may make the task a little easier.

Firstly time at a show is limited so do what you can beforehand. Spending a little time in the evenings after work cleaning the parts of your car which are not likely to get spoiled if it rains when you travel to a show, things such as the interior (don't forget under the seats - easy points

to score), boot (including the spare wheel) and the tricky hard to clean areas under the bonnet. If you have rusty tools in the boot give them a quick going over with a wire brush and coat of satin black spray paint, easy points to win but also easy points to lose if you don't.

When cleaning the paintwork give it a good wash first to remove as much grit and grime as you can. Remember any loose grit on the surface will scratch the paint when you polish and you will then have your very own skating rink etched into the surface of your pride and joy. When doing the paintwork don't just polish the easy bits in full view, remember the judge WILL get on the floor and look underneath so make sure the sills are nice and clean, also check behind the bumpers and squeeze the polishing cloth into those hard to reach places which make all the difference to the overall appearance. Take the opportunity to touch up any minor stone chips but don't get carried away putting loads of paint on, use a fine brush and just small dabs of paint.

Another area were people tend to lose easy points are the wheels. Most people tend to have nice wheels on their cars but how many take the trouble to clean the backs, Judges will almost certainly notice this and dock you valuable points. Also on the subject of wheels make sure the tyres are clean and sidewalls dressed accordingly. I use tyre foam applied by



sponge which cleans and leaves a semi sheen whereas silicone spray will leave a shiny false look. Over the years I have tried different products for various applications and one tip that I can pass on is that tyre foam can be used on a multitude of rubber and vinyl surfaces. Just put a little on a piece of cloth and wipe over. It will clean and leave a nice semi sheen on vinyl hoods, dashboards, interior trim, window rubbers, black body mouldings etc etc. Some of the best and cheapest tyre foam I used came from Wilko's at 99p a can.

I personally believe that the appearance of the under bonnet area can add much to the overall appeal of a car and hence this is an area that needs more attention. As I said earlier try if possible to do this at home before a show. Given that quite a few of our Triumph's have forward opening bonnets unfortunately we have the suspension as well as the engine on show. I must agree that when opening the bonnet and looking at an oily greasy engine and suspension the job of cleaning it up can be daunting. What I tend to do is not think about the whole task but tackle small areas at a time trying to get the best finish I can in that small area. Lots of small areas will lead to a pristine engine bay eventually **AND MORE POINTS FROM THE JUDGES.**

Assuming that you now have your car cleaned,

polished and detailed it is now time to present the car to the judge in the best way possible. Make sure your wheels are in the straight ahead position, empty your boot and put your tools and spare wheel on display at the rear of your car in a neat and tidy manner. Now's the time to dig out the owner's manual and any original paperwork you may have with the car, again all easy points to secure. Use any last minute time up to the judges arrival to fettle your car - remember that whilst it's been sat in the hall scores of people have been milling around having a look and you will almost certainly have fingerprints on the paintwork and glass. When the judge arrives be on hand to answer any questions he may have and to open the bonnet and doors for him.

DON'T ask have I won or how many points did I score. Usually the judge will say nothing and will give nothing away during his appraisal.

Unfortunately you now have to simply wait. Now sit back and enjoy the rest of the show until the awards presentation. You just never know, you may have a piece of silverware to take home and that's something else for you to polish!!

Remember at the end of the show you will have a clean and nicely detailed car to take home and everyone feels better driving a clean car.

Tony



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STAG

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Brighter Sparks

As part of my refurbishment of NVO I decided to overhaul the HT system. It had been suffering from a bit of erratic running, which was partly solved by the overhaul of the carbs (see last months article).

However, I realised that there was something else not quite right when it failed to start after a couple of days in a lock-up garage. I decided to put a spark plug tester (photo 1) just on number 1 plug, just to make sure that there was some life there. What I expected was a flash once every two revolutions of the crankshaft. What I got was an almost continuous rain of sparks, which immediately pointed me to the distributor cap as the sparks were obviously being sent randomly across the inside.



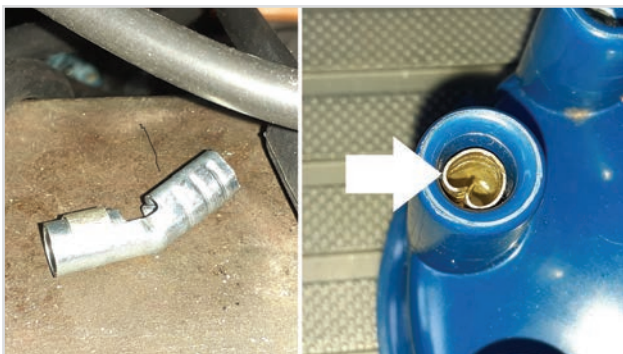
Pic 1. Laser 2780 Spark Testers circa £20 for 4

On removing the cap I noted that

30

the interior was rather damp and also that the central sprung contact was very weak and almost completely retracted into the top. Just to prove my theory, I borrowed a spare original Lucas cap from my Stag-owning neighbour (who lives just 50 yards away from my house), fitted it along with a spare set of leads and the car burst into life. Eureka!

So I ordered up a new Lucas DDB107 cap (actually two so that I have a spare) and tried to transfer the nearly new leads across to it. Disaster! One lead left its internal connector on the no. 4 plug terminal. Then two more connectors stayed behind in the



Pic 2. Detached plug and cap connections

old cap (photo 2)! I have never had that happen before, but the supplier refunded the cost of the leads without any quibble – excellent service, Robsport.

I decided at this point to go for a set of top quality leads and hit upon British-made Magnecor. I got them through the TSSC Club Shop and I have to say that I am very impressed with the quality. They have a 10 year guarantee, too. They come in three versions – 7mm black, 8mm blue and 8.5mm red. The 8.5mm ones cost about 50% more than the others and are really intended for competition engines. I went for the 7mm as they are more than adequate and they fit in the HT lead retaining clips on the Stag engine. If you try to force the larger diameter ones in then you are likely to either break the clips or crush the new wires. The cables do actually come with their own clips anyway so some tidiness is still quite possible if you want the other grades. The part numbers are 8703 for 7mm, 8003 for 8mm and 8503 for the 8.5mm competition leads.



Pic 3. Magnecor leads and new cap

Magnecor leads are available for most of the Club cars and are much cheaper for the 4 and 6 cylinder cars, not surprisingly. The total number and length of the HT leads for a Stag is enormous which makes them more expensive than



Pic 4. Magnecor plug ends

most. Check their website (www.magnecor.co.uk) for details and for other Triumph applications.

The firing order, running anticlockwise, is 1, 2, 7, 8, 4, 5, 6, 3. Odd numbers are on the right hand side of the engine, number 1 at the front. Even numbers on the left, number 2 at the front. The Magnecor leads come fully labelled at both ends and are in the usual configuration whereby the even numbered HT leads come vertically out of the distributor cap and the odd ones come out at right angles (photo 3). Some other lead sets have all the leads at right angles but they are relatively unusual.

Getting Dizzy

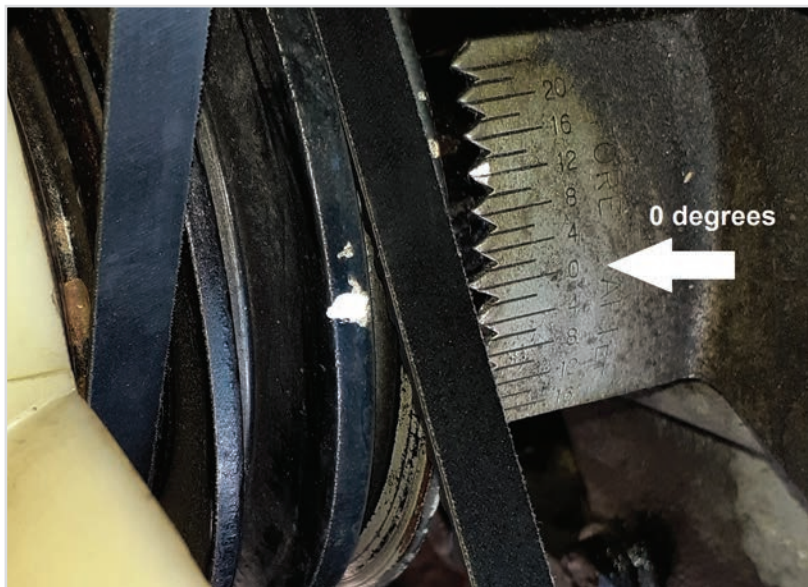
As part of the same job, I gave the distributor a full service. I don't think it had seen any oil for quite a while and the advance weights were very sticky almost to the point of seizing up. This is best done with the distributor removed so it's a good idea to follow a good procedure at this point so that you don't mess up the timing. It is very easy to get the whole thing 180 degrees out if you're not careful. I will try to cover the distributor service itself in a later article.

As you can see in photo 5, I have fitted



Pic 5. After refreshment, number 2 position

a new electronic ignition module. This one is from Powerspark (www.simonbbc.com) whose products I have used for the last few years and been very happy with. They are relatively cheap and so I have a spare module in the car just in case of failure. Some people carry sets of points



Pic 6. Timing mark on pulley against

and a condenser, which I do in my Herald, but these are fairly tricky to set up on a Stag – or so



Pic 7. Number 2 position mark (enhanced)

I believe. I have never actually studied the original twin-point distributors fitted to the Mk2 cars.

Before removing the distributor I turned the engine over so that the dimple on the crankshaft pulley (marked with a dab or white paint) lined up with the 0 degree (TDC) mark on the crankcase cover

(photo 6). At the same time, the rotor arm should be pointing to the number 2 spark plug lead connection (as in photo 5).

Having done this, make sure that you don't turn the engine over until the work is complete or you will lose the setting. If necessary, disconnect the battery.

To rotate the engine is easy on a manual car as you can just put it in gear and push the car backwards or forwards. On an automatic you can get a pipe wrench (Stilsons) onto the crankshaft nose between the pulley and the timing chain cover. (This may sound brutal but it's the Triumph-approved method, described in the manual.) In all cases, the engine will turn over more readily if the plugs have been removed.

Number 2 spark plug lead is just to the left of the distributor cap fixing clip on the right hand side of the engine (photo 7). I marked this position with a spot of paint on both the distributor cap and the distributor body. Photo 7 shows this although I have enhanced it digitally for your benefit as it wasn't showing up very clearly.

Now you can remove the two ¼ UNF bolts that hold the distributor down. I reported back in December that I had

moved the ignition coil to the bulkhead in order to keep it cooler. This had the added benefit that I could get directly to the two securing bolts for the distributor with an ordinary 7/16 AF ring spanner, which made distributor removal and adjusting the timing so much easier.

Otherwise you either have to remove the coil from the block while doing the adjustment or you have to get hold of a specially shaped cranked spanner.

Now to refit the distributor after servicing. It an excellent idea to replace the O ring on the distributor shaft as the old one may be worn. Mine had actually had gone hard and was leaking. When replacing the unit you will see that it runs off a skew drive gear which has quite a few teeth and so it is essential that it goes back in exactly the correct orientation - it is very easy to get it wrong. So, find the position where the rotor arm again points to the number 2 position after fitting (photo 5). If it misses, pull out the distributor and rotate the shaft in the appropriate direction and reinsert. Do this until the rotor arm position is correct as it may take a couple of goes.

Now the timing can be done. The static timing and the timing at idle (with vacuum advance pipe disconnected) are the same at 12 degrees BTDC for engines above number 20001. It's nominally 14 BTDC degrees for earlier engines. You can see these positions marked on the crankcase if you refer back to Photo 6.

A strobe light is best for setting the timing (and the only way if you have electronic ignition). Tighten the adjusting screws and you're done. Reconnect the vacuum advance pipe as the

last item.

If the advance weights are moving properly then you should see the timing advance when you rev the engine. The workshop manual gives details of the actual advance at different rpm rates if you want to check it out.

(N.B. The Stag engine is unusual in that the timing is set relative to number 2 cylinder. I have absolutely no idea why this should be, but that's just the way it is. It does catch people out as most engines time on the front cylinder, usually referred to as number 1. An example of another confusing setup is the Jaguar XK engine where you will find that number 1 cylinder is at the back of the block!)

As a final note, there are two TDC positions, one for each half cycle (one rotation) of the crankshaft. If you've lost track and need to find the correct one, then one way is to just try it. If it fires, then great. If it doesn't, then rotate the distributor shaft 180 degrees and try again.

Another way is (according to the workshop manual) to remove number 2 plug and feel the pressure build up in the number 2 cylinder as you rotate the engine towards TDC. Then you will know it's on the required compression stroke. I have no idea if that would work. Another way is to remove the left cam cover and rotate the engine until both the front lobes of the left camshaft are pointing upwards i.e. so both valves are closed.

I hope this hasn't been a marathon for you and may even have been useful. I'm worn out, until next month.

Phil



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Short-chassis Specials

In 1896 an Englishman called Thomas Hyler White developed a design for a car that could be assembled at home, and the technical designs were published in a magazine called *The English Mechanic*.

He also wrote a book, snappily titled, "Petrol Motors and Motor Cars: A Handbook for Engineers, Designers, and Draughtsmen", reproductions of which can still be bought today.

This was surely the starting point for the enduring practice of enthusiastic amateurs building their own cars in their own garages, sheds or back gardens? It is these cars that we call specials. There are no fixed definitions, but in my mind the true special is a one-off, where a car's shape and mechanical specification arise from the imagination and engineering skill of one person, producing a single, unique finished vehicle.

This introduction (yes, for those of you with very good memories, I have used it before, many years ago) is a lead into me writing about some one-off specials that started with a Spitfire chassis. The use of the shorter wheelbase Spitfire/GT6 for such projects is less common than the use of a Herald/Vitesse chassis. I think the reason for this is not mechanical, it is just down to "look". Most Herald/Vitesse home built

cars turn the saloon body style into a sports one, whereas, of course, the Spitfire and GT6 are already sports cars, and good looking ones at that. Nevertheless, there are people who seem to think they can improve on those looks.



The Martin Harcourt Spitfire Special (MSU421) first appeared in my column in August 2011, with a full build story the following month. I've also mentioned it in December 2020 and March this year, prompted by the car being put up for sale. Looking back at



those two recent pieces I can see that something seems to have gone wrong with my timeline, I must have been caught up in a USS Enterprise-style time warp.

In December I reported that the car was being advertised for sale



Historic Plate"

"AC"? If you squint while looking at the two photos uploaded you might get a hint of the shape of the world famous AC Cobra, just a hint. Here is the seller's description, "Project Triumph AC Kit Car Historic Plate. 86k miles. Bought as restoration project due to moving out of the UK no time to finish. Engine runs well. Car needs work, with body adjustments and few fixes, little work needed before fully complete. Have wire wheel rims, also purchased for car. First to see will buy."

Yes, it really does say, "**First to see will buy**", I haven't seen that in a car

by a car dealer on Jersey. In March I reported that the car had been advertised for sale on EBay, put up by Martin Harcourt himself. Well, clearly, these reports must be in the wrong order; the car was presumably bought from Martin by the Jersey-based dealer, **Le Riche Automobile Restorers**.

There is a small update I can make: as I write the car can now be seen on classic-trader.com, still with Le Riche. There also seems to be a change in the asking price; back in December I said the dealer was asking, what I thought a very hefty, £39,950. The price is now... drum roll...

£44,950. Wow.

As I write there is another Spitfire Special for sale on EBay. This one has a quite different style to the Harcourt Special, and a quite different price tag. The headline on the ad, "Project Triumph AC Kit Car



ad for years! With just this short description and the two photos we don't know much about its construction or its mechanical spec; I suppose the body is a one-off fibreglass moulding, which is quite impressive, from a fabrication point



of view. I'm going to leave each of you to decide how good looking the new body shape is, and if it is an improvement on the Spitfire shape. We don't know what the registration number is, so we can't

look it up on gov.uk to see how it is registered, or if it is taxed and MOT'd.

The buy it now price is £8,499, and I'm sure that if the "little work needed before fully complete" is properly carried out by the new owner the car could well be a lot of fun. It would certainly prompt some conversation... especially if he/she told people it was an AC.

To meet the "rule of three" I need another Spitfire special to include this month. I've gone back through the archive of my articles (for the statistically minded, this is my 351st Specials Register piece). In December 2003 I introduced readers to a part-built, Spitfire chassised, special, which its builder, one **Gerry Wallis** of Hungerford, had given the name Phoenix (SEO6S). In February 2005 we had some words from Gerry himself:

"Here is a rough account of how the GW Phoenix evolved over the last four years. The only reason it took this amount of time was the fact that I only work in the mornings. It was also interrupted by a hip replacement, with complications that are ongoing. All part of old age, I'm 73.

Starting with the front of the car: what appears to be a mounting for the number plate is actually an oil cooler valance with louvres for cooling in the top face. I have yet to find how effective this is.

The next fibreglass moulding is the radiator surround and mounting, together with integral mounting brackets for the Lucas "King of the Road" headlamps that I was lucky enough to find at Beaulieu autojumble for £45.

The third moulding is of the eyebrows at the rear end of the bonnet. Apart from being the rear mounting for the bonnet, it is easily detachable to expose all the wiring for the instruments behind the panel; most important for the aged enthusiasts like myself.



It all started with a 1979 Triumph Spitfire 1500 with more rusty holes than bodywork. I decided to design a new body, in the style of the 1932 Aston Martin Ulster that I have coveted for years, but couldn't afford.

The decision to construct the car by use of marine ply, aluminium sheet and making patterns and moulds for fibreglass parts seemed to be the best way to go about it. Only time would tell.

Fourth moulding, and most difficult, was the tail-end moulding that hinges backward to expose the spare wheel and offers access to the back end of the petrol tank and its wiring.

The next mouldings are those of the mudguards, with simulated wired beading. This mould was obtained

by applying plaster of Paris over an inflated inner tube of the right diameter and girth. The beading is then put in very carefully with a small gauge.

The bonnet is comprised of four 20 SWG aluminium panels bent over wooden formers, the louvres being most time consuming as I have no mechanical press to help and can only be done with hand tools. The panels are then joined by heavyweight 3-inch, 16 SWG brass hinges and secured by nearly 300 4mm domed screws and

obtained, like so many other materials from Paul Beck Vintage Supplies of Norwich."

That was as much as Gerry told us in 2005. In 2014 he made contact again, Gerry had completed the car to the point where it could be driven as a coherent whole; his workshop was on a private estate, with a network of private roads, thus allowing Gerry opportunity for all the shake-down trips he fancied.

What he hadn't done though, was to tick those last few administrative boxes that would allow the

car to be driven on the Queen's highways. And there had been some significant changes of circumstance: Gerry had to give up his workshop and, due to his advancing years, he was no longer able to drive the car.

He had been down to his friendly local MOT man, who said that the car would not need an IVA (that's Individual Type Approval) as it is built on an unmodified Spitfire chassis. He did, though, refuse to issue a MOT because the car had no indicators or seat belts.

Putting the registration number into DVLA and DVSA now suggests, unfortunately, that the

Phoenix never did make the public highway. It appears as a 1979 Triumph Spitfire, colour red, and not taxed since 1992. That is a shame; I wonder where the GW Phoenix is now. Of course (and you all know what's coming next) it might one day rise again...

Trevor



nuts to imitate small rivets.

One of the parts I was unable to do was the sills that were channel section and had to be bent up on a pressbrake by a local sheet metal firm.

The rest of the body was constructed of marine ply and covered with Everflex leathercloth, secured by a thixotropic slow contact adhesive



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Easiest Ignition Install?

As I'm really scratching about for articles during what is still a Covid dominated era. I and all TSSC members would be grateful for any articles that you could send to me for future editions of the Courier, let us know of any work that you have carried out on your Triumph no matter how trivial it may seem to you, believe me, someone will find it of interest and also a help, thank you. And here is one I have dug out from myself-

THE EASIEST ELECTRONIC IGNITION SYSTEM I HAVE EVER INSTALLED? YOU BET!

Pre Covid, I had been carrying out some work on fellow Club member **Chris Coles'** GT6 and as part of that work was to service the ignition system which Chris wanted me to convert to an electronic system, but as he had heard so many



So easy, so neat

club members Spitfire had burnt out causing an electrical fire on our way back from a TSSC show), he wanted to carry out some online investigative work before making his choice.

Chris eventually bought a **PETRONIX IGNITOR** system which cost around the £100 mark, it looked to be quite a high price for what he received, but looks can be deceiving and of course the future performance of the system could well justify the cost. The advice that he had from the supplier was to also purchase a matched coil which he did at an extra cost. When I opened the box I thought that there was a part missing, namely a "trigger" which would, on a similar system, fit beneath the Rotor arm, but taking drastic action and reading the instructions (after calling Chris to say that there was a part missing and causing him to call the supplier!) it appeared that on this particular application the 6 lobes of the Distributor cam would suffice (I was doubtful, but wrong to be so). Installation was simple, remove the points, condenser and low-tension lead and



Does what it says on the tin, sorry Box!

different accounts of electronic ignition failure (some from me, one of the cheap £35 units had failed on my Vignale last year after about 30 miles and a very expensive system on another

with the battery disconnected use the supplied counter sink screw to attach the assembly into the Distributor with no messy "insulation grease" to contend with.

The two cables were cut to the required length to reach the coil without too much slack and spade connectors were crimped on. The red cable went to the positive connection on the coil and the black to the negative.

With the Rotor arm fitted and the cap clipped back on, the battery was re connected and the ignition key turned. The engine started instantly and only a slight adjustment of the ignition timing was required.

Was I impressed? – YES

Will I buy one for my Vignale – if Chris is happy with the on-road performance when he can use the car – **YES**

Was it the easiest Electronic Ignition system I had installed – YES

Is it the best? – Only Time will tell and I would love to hear from other members who have installed this system in their TRIUMPH's to give other members an idea of how well the system actually performs.

Powered by Points or not, ALL TRIUMPH'S are HOT!

A LEGAL RUN IN MY TR

In late February I received a letter telling me to report to the Star Leisure Centre in Splott Cardiff for a covid vaccination. This was a 14 mile direct round journey or about 3 hours on the various bus routes that would be involved. As it was far safer (for myself and other members of the general public) to travel by car to

drive there. Thinking about it again I thought that it would be an ideal opportunity to get some movement with my TR. The day before, I disconnected the battery optimiser (originally bought for my Harley and never required for my TR before as it has only ever been off the road for short periods for any work to be carried out in the past, but it is so useful that I have been alternating it every week during lockdown with the TR – at less than £25 I thoroughly recommend one for those who are unable to use their Classic car regularly, no fear of a flat battery and they pay for themselves with battery life extended), checked the fluid levels (the clutch master cylinder has started to lose fluid again) and started the engine. It took 3 turns of the key to start (probably the fuel had evaporated in the float bowls). While allowing the engine to get hot before turning it off I carried out a visual inspection of the engine and found that the top and bottom heater hoses as well as the PCV (positive Crankcase Ventilation Valve) were showing signs of perishing and cracking even though they were KEVLAR and had been fitted less than 2 years ago. All the other non-KEVLAR hoses looked to be in excellent order. I had come across this a few years ago when I noticed that the one year old KEVLAR hoses on my VIGNALE required replacing. Has any other member had this problem? Please let me know.

I also noticed that the fuel gauge was reading far lower than when I had last used the car and as there was no sign of a fuel leak I surmise that it must be the ethanol contaminated fuel evaporating somewhere.

Now from all the reports I had read about KEVLAR hoses before I had fitted them clearly indicated

that they were of an excellent quality and would out last the previously fitted rubber hoses. Is it the humid S. Wales climate that affects them so adversely? I wouldn't have thought it would! Anyway, I called Rocketdog and they recommended the silicon hoses that they use on their performance and race cars which I ordered to pick up at a later date as I had kept the old, still excellent looking hoses that I had retained as spares when I had fitted the Kevlar items.

So, when you have a genuine reason/opportunity to take your classic



back on the road, or are just carrying out any

limit contact with other people I elected to

maintenance on your Classic in readiness for lockdown to end, give any KEVLAR hoses a bit of a closer examination than you might have expected to, it would be worth slackening off the hose clips to ensure that they have not started degrading where the clip clamps them in place.

Also, after hearing reports from people who lay their cars up over winter on a regular basis and the issues that they say stale fuel causes I expected to find some lack of performance or other fuel related issues when I drove it to the vaccination centre, however, the TR performed absolutely beautifully with no sign of the fuel causing any problems (perhaps this was just the joy of driving the TR again after a long lay-up, but I don't think so).

As a footnote to this, 4 weeks later when lockdown was eased and here in Wales we were allowed to travel to local shops etc I visited Rocketdog to pick up the new hoses when I bumped into Glenn

who was picking up his freshly restored 1500 Spitfire, finished for him on his 43rd birthday, what a present! -

Wales allowed), it was time to give the TR4A a decent but responsible run out. I contacted Crazy George and asked if he wanted to meet up for a run and his reply was "FANTASTIC, where shall we go".

Now, every Easter Sunday S.Wales TSSC had taken a run to Weston – Super-Mare for the seafront meeting, but some members who had to either host or visit relatives for a late lunch would take a morning/early afternoon run to Llangorse lake in the Brecon Beacons. "Let's go to Llangorse Lake" I said.

"Fantastic" replied CG.

So, on Easter Sunday my son Jack and I fired up the TR and headed in the glorious sunshine for Nantgarw (the traditional meeting point at the traditional time) for a Scottish McMuffin breakfast and to meet CG & St Elaine. I heard the distinct sound of a 13/60 approaching and thought, here he comes, but it was Mike in his granddad's 13/60 Saloon followed by Eddie in his Dolomite, they had also independently decided to do the run! They parked up a good distance away and spoke to us by mobile phone. Then the Mon-

mouth Mafia Mike & John turned up in their immaculate Acclaim, also independently having decided to do the run! CG & St Elaine then turned up in CG's pristine 13/60 Convertible and again parked up at a social distance.

Before we left Nantgarw we were joined by Mikey J in his immaculate GT6, Rob & Pete in their freshly restored Stag, Magpie in his very shiny MkIV Spitfire, John in his immaculate MkIV Spitfire and Al in a modern, all

having decided to get their cars out independently for an Easter outing **CLUBTASTIC!**

We headed off along the A470, through the Beacons and on to Llangorse Lake in the beautiful weather, my TR driving like it had not been forced into temporary (I hope) retirement. As we reached the Storey Arms I closed in on a nice red Convertible 13/60 with a white stripe, it was Dave & Wendy who were out in their car, I over



Member Glenn picks up his Spitfire

Whether 2 white bands or 4, spoked wheels are more!

KEVLAR OR NOT, YOUR HOSES STILL ROT!

EASTER SUNDAY 2021

With the Covid "rules" being relaxed in Wales for Easter (up to 6 people from 2 different households able to meet up, travel anywhere within 40

took them and indicated for them to follow us. Unfortunately, when we arrived at Llangorse we realised that Mike, Eddie & Al were not with us.

with a replacement.

After some take away coffee from the Llangorse café we started off for our various homes with



Jack, Crazy George and St Elaine at Llangorse Lake

I checked my phone and saw a txt from Al, Mike had broken down and as we had had to drive with a good distance between each car, those in front of the last 3 cars had not realised that there was an issue. Al assured me that they were safe in a lay bye and that he had diagnosed a fuel pump issue and that Mike's dad was on his way

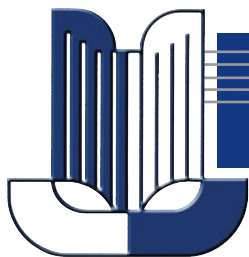
my TR & CG's Herald sticking together, my TR running so, so well and clocking up its first ton of 2021 (quite a bit over actually) on the private road near my house.

Whether 10 club cars or more TSSC are more!

Bern



Me & the TR



Insurance Panel

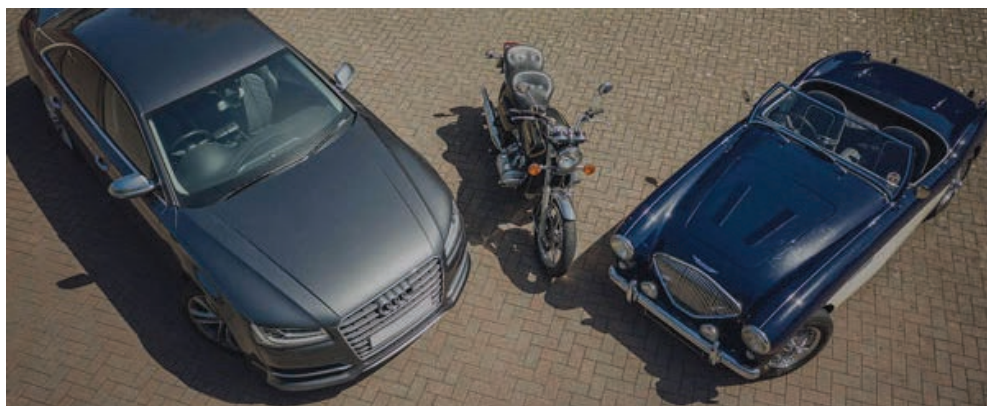
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P - PROJECT: The vehicle is usually in need of a full restoration of all its components.

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NOTE: This certificate will NOT be TSSC Backed unless insurance is with a TSSC Insurance Panel Company by the member, a more realistic value will be set and you will be advised accordingly. In the event of a dispute, the Club valuer may request more information or a personal inspection.

What does fifteen pounds buy you nowadays?

A round of drinks down the pub with your friends? Steak and chips at the local? Or the latest best seller hardback from the bookshop? OR it could guarantee that should the worst happen to your Triumph pride and joy, you will have the peace of mind knowing that you have got a TSSC Agreed Value policy with one of the TSSC Insurance panel. "Oh, I already have one of those" you say! Are you sure? because if the insurance company has sent you a form and told you that you can "Value your car Yourself", then it IS NOT a TSSC "Backed"

Agreed Value policy.

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

For it to be a TSSC Agreed Value policy your car has to be inspected either in person or at Club HQ, at one of the many Club shows or by one of the TSSC trained valuation officers. You can of course supply a TSSC Valuation Form (**Valid for 2 Years**) and photographs by

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

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

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

If not request one from TSSC HQ on **01858 434424** email **info@tssc.org.uk** or Download and Print one from the Bottom of the **TSSC Website** The 'The Club' page.

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

TSSC INSURANCE - CAR VALUES

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

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

Please remember originality and rarity will always add to value

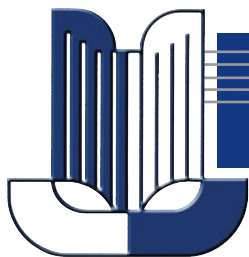
For guidance on Triumph cars not listed please phone the Club Office 01858 434424

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

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

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

Above Values Revised as of 01/02/2021



Insurance Panel

Triumph Sports Six Club

TSSC drivers to reap financial reward for careful driving

Peter James Insurance has always worked to make life easier for classics owners but now the market-leading, specialist insurer is making life cheaper for them too, thanks to its recently unveiled **Classics + Multi Vehicle** policy.

Garry Carlin, personal lines manager at the club's insurance partner explains more.

'It is no secret that underwriters have long delighted in the lower loss ratios in the classics market where older, more careful and considerate drivers drive less miles in cherished vehicles.'

'That's why classics policies are generally already so much cheaper than everyday motor insurance premiums as underwriters pass these financial benefits back down the line to the end customer.'

'Then underwriters realised that classics drivers also exhibited lower loss ratios in their everyday car driving too, so the benefits of being a safer classics driver began to be applied to their modern cars too.'

'Today most classics insurers offer straightforward multi-vehicle policies where modern vehicles can be added to the same driver's classics policies.'

'We felt, however, that this didn't go far enough for our customers and so took the chance to ask those at the very heart of the classics movement - the clubs - at the 2018 Classic Motor Show. It was this feedback that gave us the green light for the development of Classics + Multi Vehicle.'

Believed to be the only policy of its kind in the classics market it even allows customers to add modern commercial vehicles into the policy to dramatically reduce total insurance premiums.

*'In a nutshell, our **Classic + Multi Vehicle** sees your love of classics unlock more competitive rates on all the vehicles you drive, work vans included.'*

'And we mention vans specifically because clubs' feedback conformed that a high proportion of the classic customer base are proprietors of their own (often motor-related) businesses and therefore van drivers.'

'We soft launched in 2020 and initial take up has been as strong as expected and its gratifying to see



PETER JAMES
INSURANCE



such a direct benefit of strong club relationships as well as know we're making classics owners' lives that little bit easier.'

Classics+ Multi Vehicle

The new '**Classic+ Multi-Vehicle**' product covers a wider range of vehicle types and offers even better rates:

Customers insuring one classic car (or bike) can add any other vehicle, including extra classic cars and classic bikes **PLUS** modern cars, modern bikes, modern commercial vehicles, kit cars and more

They can even add their partner's everyday cars and bikes too

Named drivers and breakdown cover can be added, by vehicle, to ensure policies are tailored to suit

All this with one set of documents, one renewal date, no upper value limit and great rates for all vehicles. Minimum premium rates will apply.

Start saving Today

0121 506 6000

Gonks Go Beat

Sorry folks, not firing on all cylinders just now but wanted to get something to Bernie for this issue and an interesting email I had from Colin Wake (of Suffolk Area) recently seemed to fit the bill.

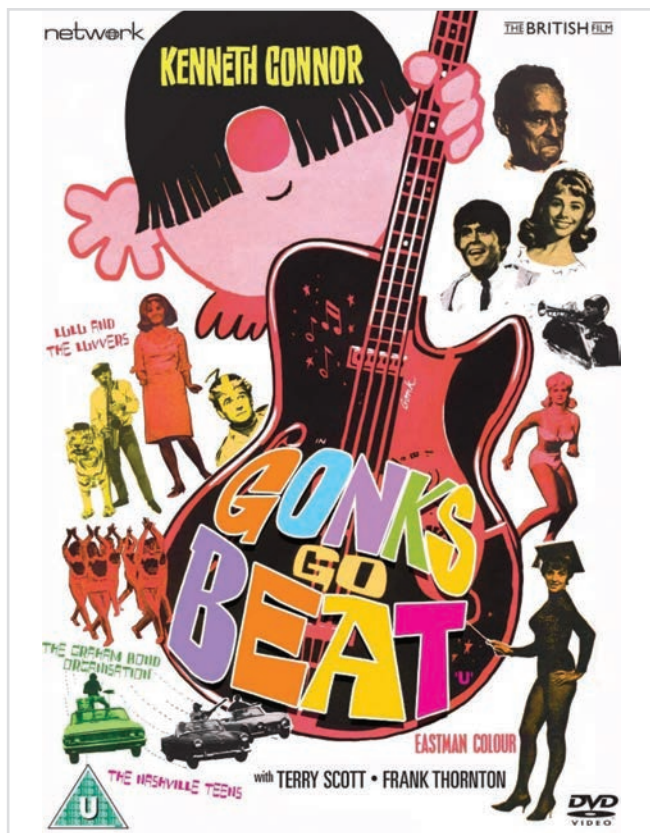
"I caught a clip of a film called **"Gonks Go Beat"** on television, which is a classic British film from the sixties which is remake of Romeo and Juliet but with rock and roll lovers against ballad lovers. Bizarre is a good description! Anyway, in one scene they use open top sports cars, 2 of which are early Spitfire 4, as the Gonks chase the opposition across an airfield, sat on the rear deck playing their instruments. There are a couple of good photos of the Spitfires on IMCDB.org"

I followed this up and yes, it is very odd, and I only watched the short airfield sports car clip on YouTube.

(<https://youtu.be/ksud6-GaLLI>).

According to Wikipedia it is "a 1965 British science fiction/musical fantasy film, directed by Robert Hartford-Davis. It stars Kenneth Connor and Frank Thornton. And the theme song was performed by "Lulu and the Luvvers."

Colin told me "You can watch it on Amazon Prime for £3.49, which I suspect may be £3.49 not very well spent!" I'll leave it to any of you who fancies giv-



ing it a try - apparently you can also buy it on DVD should you be inclined to do so - perhaps a review of it from someone for next





month's Courier?

And yes, I can remember Gonks, from the '70s if not the mid '60s. Do you remember Humpty from Play School? No points for naming any of the others – but you can congratulate



yourself if you can manage all of them – without resorting to Google!

Suzie





INTERNATIONAL LIAISON

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

Pretoria, Parts to Europe and Racing at Spa

We're opening this month with a picture from the Pretoria Triumph Sports Car Club, in South Africa - a country where we currently have no members. Thanks go to **Doug McIver**, who gave us this picture and the contact details for **Clive Robinson**, who visited the East Berkshire Area in 2019. We are in contact with Clive and hope to bring you a

still supplying and that he was able to avoid using those adding handling or International charges.

Encouragingly, **Robin Le Barre** had nothing to report from Switzerland and felt that there was currently not an issue.

Odd Hedberg in Sweden had received neither positive nor

ingly, the Alfa parts supplier had also waived transport costs for orders over £150, which offset the VAT now falling due.

In Belgium, **Stefan Vandendijk** reported that whilst things seemed OK at first, customs had now stepped in, resulting in higher prices and late delivery - however, he got the usual great help from Angie, Bernard and the team, when buying from the TSCC shop.

Bernard tells us that the club continues to send to Europe and Worldwide via DHL with no problems at all - except for paint, as that is classed as Dangerous Goods! So the Club shop remains the place to go for your Triumph bits and pieces - give them a try!

As we all look forward to being able to cross borders again, we are delighted to be able to bring you **John Davies's** tale of racing his Vitesse at Spa in 2019, as part of the annual Classic Sports Car Club (CSCC) series:

Spa!

That such a short name carries so much history and legend in motorsport is extraordinary. Some of those legends are inspiring, some tragic, and it is worth looking them up before you visit!

Like most European circuits, it



little more information from Pretoria in future reports - it would be good to at least forge a link.

We did another check at the end of March, to see if parts supply for our cars was being affected post-Brexit. This suggested that Northern Ireland was still being hit quite badly, with **Colin Lindsay** reporting shortages from Amazon refusing to send a range of products to supermarkets rationing some items. More positively, he was able to report that the Triumph suppliers he uses were

negative reports, but did say that most of his friends had now turned to sources inside the single market - notably Germany and Holland - as this was less costly and involved less red tape.

Jeroen Noordman in the Netherlands has found that much seems to depend on how well organised each supplier is. This was exemplified by having to wait much longer when ordering some Triumph parts from the UK (2-3 weeks), but receiving parts for his Alfa Bertone within 3 days. Interest-

started as public roads, closed for motor racing, and was originally much longer than it is today, but it still carries the experience of driving a road through a forest, as it rises and falls with the terrain, something you don't have on most flat, airfield-based UK circuits.

This map (Credit Wikipedia) shows the old and present Spa-Francorchamps circuits. Spa map



The Classic Sports Car Club operates the "Swinging 60s" (!) race series, "for all Sports, Saloons and GT cars originally produced in the 1950s and 1960s". Unlike purely Historic series, this allows modifications that don't radically change the appearance or nature of the cars, so for many including me, an ideal series to race my Vitesse. The annual trip to Spa is an added attraction!

Getting to Spa is another major achievement, as there seem to be absolutely no signs to direct you there, until you are almost at the circuit entrance. Even in the centre of Spa, the town, an enormous map shows the local area with its attractions for the discerning tourist, but with no mention of the circuit at all! I had to ask directions, and eventually to follow another

race car on a trailer that didn't need Sherlock Holmes to deduce was going in the right direction.



For any race circuit, the centre is the paddock, and Spa's is tucked into the northern end, between the limbs of the La Source hairpin. I was grateful to Jon Wolfe and his team who had reserved a part of their pitch for me to erect my, slightly wonky, marquee. But it was very crowded!

The start/finish line today is on the level stretch before that hairpin, which tends to moderate the rush and rumble of a grid start.

But get around the corner and you are faced by the greatest legend of all at Spa – the old start and

finish stretch, going steeply downhill to Eau Rouge corner, the fastest chicane in the world!

I don't tend to be in pole position in my Vitesse, so I see most of the rest of the grid diving right through La Source, and out of sight. The pit buildings and the drop down from the hairpin make the corner completely blind as you enter it, and that downhill slope looks impossibly steep, when you are used to driving around an old airfield! Then, it's left-and-right through Eau Rouge and up again, just as steeply, towards the Kemmel Straight, so speed is all through the corner and up again.

The chicane is named after the stream that runs through the valley that runs red with the mountain soil, rather than any more lethal connection, but it requires a loss of the normal caution and reserve that a public road of that shape would need!

My first attempts at Eau Rouge did not achieve that, and I found myself chuntering up the Kemmel Straight beyond, also steep for a circuit, after an Eau Rouge that wasn't the major event I expected! A sharp left-and-right at speed would be just the thing to get a Triumph's swing axle jacking up, but although SofS's modifications have retained the transverse spring, the Rotoflexes are no more, the spring is much stiffer, and location improved by spherical jointing. I began to trust it and get that speed higher and higher as I entered the chicane, so that my exit speed was higher too.

Only then do you begin to understand why Eau Rouge has the



Vitesse on start/finish line. pic: Ian McGowan

reputation it has, as one of the great motor racing experiences of the world! Diving in at a speed that you KNOW would be disaster under any other situation but then having sheer gravity to slow you down enough to get through, is exhilarating! There is enough run off on the exit to deal with any small miscalculations, but beware, that is just where people enter the circuit from the paddock, so in practice it's not wise to push it too far! The challenge is to take Eau Rouge, flat, that is without braking. Several major drivers have come to grief by trying for it, in cars with very much more power than my Vitesse, but even in that I haven't had the courage not to lift, just a little bit as I go in!

And the rest of Spa is far from boring too. As it returns to the start/finish line, there is the double left of Blanchimont, completely level, gentle turns but after a short straight, so that the second is another where it's also hard to keep your foot down and take flat. I'm proud to say that I was able to do that, even if only once or twice – I'm not up to Hamiltonian consistency in my driving!

Some bemoan the changes that modern F1 have imposed on Spa, especially moving the pits and

start/finish line from their old position on the hill down to Eau Rouge, but the roof of the new pits building gives one of the best viewing platforms of any circuit, overlooking any important corners. Spa is so much bigger than a usual circuit, but it is worth taking a walk down the valley to Eau Rouge, where you can get under the track as it

crosses the stream, and walk across the old Customs corner, Ancienne Douane, no longer used but another drama in the day, up to the beginning of the Kemmel. In fact, you can walk through near virgin forest to any part of the circuit, coming out of dense trees to another piece of motorsport legend! As the Michelin Guide says about superior eating establishments, Spa is worth a special journey!

Thank you John, for transporting us to a pre-Covid Spa. Although we may not get to the Spa race this year, UK readers may like to check out one of the other CSCC rounds - which are generally free admission - and should give the chance to see a few Triumphs in action on the track! But note that John's Class - Swinging Sixties - does not race at Brands Hatch on 22nd May.

 2021 Calendar	
April 10th	Oulton Park International
May 1st/2nd	Thruxton
May 22nd	Brands Hatch GP (Co-ordSport Tin Tops)
May 29th/30th	Donington Park National
June 12th/13th	Cadwell Park
July 3rd/4th	Knockhill - Double Header (Normal + Reverse direction)
August 14th/15th	Snetterton 300
August 28th/29th	Brands Hatch GP
September 25th/26th	Anglesey International - Double Header (inc. Night Races)
October 24th	Silverstone Grand Prix

2021 CSCC Calendar

Finally, our usual plea for stories - we'd love to receive words or pictures from anywhere in the world about your cars, events, or any international Triumph experiences and travels - past or present - so please send them to us at:

international-liaison@tssc.org.uk

Jess & John

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Oil Leaks & Causes, Cures.

Hi all. Now that lockdown rules have eased a little and the weather is getting better I hope you are using your Triumphs more? I'm afraid I haven't had mine on the road yet this year, just on the drive for a check over and clean. However I have purchased a 600PSI oil gauge and 0.75mtr length of high pressure hose and fittings to measure the OD pressure when I can so I can hopefully understand what exactly is going on and causing it to drop out after 20 minutes or so. I'll let you know very soon what I find. However in the meantime I have an article from member **Tony**.

Triumphs that mark their territory or Oil leaks that get on the drive

One of the problems that I constantly see, and read about, is the dreaded oil leaks that seem to afflict our cars.

They all do it, apparently, and mine was no exception.

I have recently stripped my Triumph Spitfire engine and as an aircraft technician was a little obsessive about what goes where, etc. and noticed something which might (or might not) help.

The reason for me writing this is that I believe that we would like an alternative to the "total loss engine oil chassis rust proofing method". This article is applicable in part or in whole to the entire Spitfire range, the Herald range, GT6, TR250 and possibly more. Anything that uses the sealing block at the front is definitely a candidate for my observations.

The likely suspects for the oil leaking



were the crankshaft oil seal at the front (where most of it seemed to come from) and the rear crankshaft oil seal as it was wet under that area as well.

Elsewhere there are bolts and screws that penetrate into the crankcase. These are dealt with in the following paragraphs.

There are several things that should be done during engine rebuild or when replacing the crankshaft main bearings or oil seals.

If it has been disturbed, always replace the copper washer on the top bolt that is at the top of the rear crankshaft oil seal plate. It costs pennies and any time that you think you have saved because you didn't have one readily available (we have all been there when the one part we need isn't there and we try to use what we have!) during the re-assembly process will be lost when you have to remove the engine from the car to do it all again.

The sump gasket is a favourite. Generally the cause of leaking sump gaskets is because the bolts have been overtightened, causing distortion to the sealing face of the sump and also damaging the gasket.

At the front of the engine is the infamous alloy spacer which suffers from stripped threads mainly due to the bolts being overtightened. Why are they being overtightened? Probably

into the sealing block is a must. I used Hylomar, but can't give any verdict on the results, yet. What surprises me is that there is no mention of this in either the Haynes or the Triumph repair manual.

If you look in the picture, it is the two inner threaded holes that are not blind. These go into the crankcase where lots of oil can get to the upper side. The holes for the timing chain cover (the



an attempt to stop oil leaking, however the torque settings specified seem to be too high for bolts going into alloy. The good news is that the alloy spacer replacement is readily available from various outlets. My preference was for a replacement from the TSSC club shop as it is made from mild steel. The threads are much stronger and less likely to strip. Follow the process in either the Triumph Spitfire repair manual or the Haynes manual for fitting of the sealing block.

I am a great believer in the use of these manuals, however, I noticed that the bolts holes where the two front sump bolts go into the sealing block are not blind. This means that any oil which gets above these threads will seep down the threads and leak out, no matter how tight the sump bolts are. It is of little wonder that some are tempted to try and stop the leak by tightening the bolts just "a little bit more". The washers on the sump bolts will not stop any leakage. The use of a thread sealant, such as Loctite 542 or equivalent (do not use thread locking compound) on the threads of the two bolts

three holes on the top in this picture) are all blind holes so do not present a problem.

NOTE: be careful when using a thread sealant as this lubricates the threads. It is a lot easier to overtighten and end up stripping the threads, especially if you have an original alloy sealing block.

Thanks Tony.

The alloy spacer is on my to-do list due to an oil leak and someone (not me) getting over zealous when tightening the retaining bolts. I think I have also reported on my oil leak from the crankshaft pulley in a previous article, however If I have I don't think it would hurt to mention it again. My crankshaft pulley seal was leaking and the oil had 'tracked' down to the steering rack mounting bushes. This resulted in considerable lateral (side-ways) movement of the actual rack when cornering -at even low speeds. The sensation was quite strange and very worrying as I had to apply more and more lock to try and compensate for the movement. I had my son Jack with me at the time and we were meeting up with a few of the other MIRA 1381 Club classic car owners at Market Bosworth for a Sunday drive out (Pre-COVID I hasten to add) by way of the A444. For those of you who are not familiar with that road it is a great open winding road to have some fun on, obviously obeying the speed limit. However on this occasion I found myself not having as much fun as I hoped and with white knuckles, driving considerably lower than the speed limit! Something maybe for you to check if you have a leak from the crankshaft pulley seal, before it gets to the same state that mine did!

I have an update from Michael Todd who provided me with an article over 12 months ago about his GT6/Spitfire which unfortunately I can't squeeze into this Courier but will hopefully share next time. Also thanks to the members that provided me with the Manufacturers name printed on the chassis plate of their '79 Spitfire. Nothing conclusive yet to report but I have another 'lead' to follow which may help answer Andy's question.

Thanks and stay safe.

Steve

Spring Cleaning

Hello, I hope this edition of The Courier finds you and yours well.

At the time of writing, the first 'larger' change is in view (April 12th) and I for one am sincerely hopeful for a cool beer in my locals pub garden, and hope to meet up with a few South Bucks TSSC members in April too!

I'm most pleased to say my 2000 is back!! Paul from Merrits tyres and service in Hazelmere, nr High Wycombe, and his team had changed the clutch slave cylinder and push rod, but still needed some adjustment and bleeding, but the result is so much better. Its basically back to how it was before it failed. While there, it had a major service to try and reduce the chance of breakdown as its being planned to be a wedding car in **August, and of course, attending the National Triumph/MG show (August 13th-15th) at Malvern Showground.**

As I am sure many of you are having the same as me, dates of events and meetings that have been postponed and now being reinstalled and my diary is pleasingly more active! I do unfortunately have a commitment on Saturday 14th August, so planning to be there on Sun-

day 15th. Be great to meet as many 2000 owners and TSSC members then. I would suggest you book your tickets early (all set up to refund in case Covid strikes back). Just make sure you book via the TSSC website.

As I took early retirement late 2019, it allows me to spend more time on the 2000. I'm happier to have a great local specialist work on the engine and other oily bits while I work on the rest! As it had been in and out of the workshop for several weeks, I gave it a good wash and dry, then started to go round and find the area where the weather attacks it. Particularly along the chrome surrounds of the top of the windows and the chrome strip that run along the side. I use a tooth pick in a microfibre cloth with a spray of Meguires 'quick wax' which is great for that sort of thing. Its also very useful for the door shuts. I sprayed the hinges and locks with spray white grease that doesn't go everywhere before then wiping the area that didn't need the grease with the spray wax.

I then cleaned all the door handles and steering wheel with anti-



bacteria wipes, and continued across the rest of the seats as the vinyl is quite easy to clean. I'm always surprised at the detail on the seats. Most impressive!

The week it came back was rather sunny so decided to pick up my middle son from college in the TR7. However, the TR7 had other ideas! This went onto to be a challenge all on its own! However, the big Triumph hadn't had a good run since returning, so thought that would work too. Its around 8 miles away, and across parts of the county on major A roads, so gives the 2000 a stretch of its legs!! It performed really well and pulled very well

up a local steep hill (Gore hill out of Amersham, so called allegedly that ladies who were accused of being a witch, were placed in a barrel which contained knives. They were then pushed off the top of the hill. To give you an idea how steep it is, there is a separate escape lane to the left!



On brighter news, the 2000 brakes had a good exercise and cleaned off any rust collected and cleared out the fuel system getting back up the hill!

As I said earlier that the TR7 wouldn't start. A Very long story short, it seems a carb set up issue. However, in the process of elimination of issues, we swopped batteries from the 2000 to the TR7 as its almost the same size (very limited space in the TR7 compared to the 2000). However, this didn't help, but did show me the battery tray in the 2000 needed some work! I have cleaned up and just waiting for a dry day and less windy that currently so I can spray a protective coating on the small amount of surface rust.

In comparison, the two engines are very different to work on too!! As I say, non start so basics checked first, but to the uninitiated, to work on the distributor cap, you need to unclip a cover! To work on the fuel pump, you have to try and work round it, and being a modern one, sealed so you cant see what's going on!

I have assisted two members over the last couple of weeks. One with wanting information on the power steering conversion. **Chris Wittor** has produced a great PDF for all

parts needed and basics on what is required. I did hear about the newer way of achieving this, is with fitting a electric power steering module. I have only seen it on line, but basically most new cars have this, and a company has developed a system to be able to convert most other vehicles. I have prob-

ably said before, but a few years ago, I turned up at a show, and as I got out of the car, a chap came over and said ' it's a good job you're a big chap with those TR6 wheels and a PI steering wheel which is an inch or so smaller than the standard'!

This picture came up as liked to



Stewart and Arnold who use to make chocolate in High Wycombe!

As always, please send in any pictures and stories you have of your big saloon.

People who own a Triumph seldom have trouble parking.



Triumph 2000 estate £4305.00*



Triumph 2000 TC £2994.00*



Triumph 2000 TC £2994.00*



Triumph 2000 TC £2994.00*

For one thing they usually have parking spaces reserved for them. And if they haven't, they'll find any car in the Triumph 2000/2500 range remarkably easy to squeeze into small spaces.

None of the cars, from the economical 2000TC to the sleek elegance of the 2500S estate are excessively long even though they are 'big' cars in performance, luxury and inside space.

The 2500TC has that extra performance, and is still very economical.

The 2500S is the top model in the range, with almost every conceivable refinement.

And there's power steering, over-drive or automatic transmission available on all models if you want it. Which, together with the comfort, silent ride and superb roadholding, makes any Triumph as pleasant to drive as it is easy to park.



Triumph 2000 TC, among the champions

The 2000 guineas touch for £1643.

It takes around fifty years for a horse race, or a book, or a piece of music, or anything else, to become a 'classic'.

But the Triumph 2000 has achieved this distinction in its own short lifetime.

Its body styling presents a profile of clean and simple elegance.

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Its 6-cylinder engine (usually reserved for 3-litre cars) gives the most effective flexibility at very low speeds. And its top gear acceleration (up to 0-100 in 8 seconds) makes overtaking the decisive, safe manoeuvre it always ought to be.

Its appointments, too, are more usually the preserve of more expensive cars.

Without veneered dash and door casings, lavish padding, clock carpeting, electric clock and cigar lighter, magazine pockets, push handles and coat hooks are some of them.

The generous seats (most ones fully reclining) are supremely comfortable throughout the longest journeys. Independent suspension all round provides further sublime cushioning.

Such things as six low fingerprint studs and 'you 'll see' your lights from a weary knob on the column. Heat and fresh air come in so many combinations, it's like decreasing your own climate.

And for all this, our 'classic' 2000 gives you a worthwhile piece of change from 2000 guineas.

Saloon £1643.39, Estate £1647.41, 4-door £1643.39, 2-door £1643.39. Optional extras: power steering, automatic transmission, overdrive and heated rear window.

Triumph Motor Company Ltd, Coventry. Telephone: 0203 975111.

Triumph put in what the others leave out.



Just a couple of adverts to finish off.

Take care,

Carl



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BOND EQUIPE

GUY SINGLETON bond@tssc.org.uk

Not using the car?

May, usually time to get ready for SEM, one of the occasions we tend to get the most Equipes together, although in recent years it has been 4 or 5 rather than I think 12 which was the maximum we got for the 50th Anniversary in 2013. Worryingly not long to go until the 60th – best start planning then!

On the subject of planning please let me know ASAP if you would like to join us at the **Equipe Weekend in September** – as I write this the numbers are, I think, just enough to make it worthwhile but we could certainly do with some more support.

Now I know it has been lockdown and one is not meant to be going anywhere but of late I have had very little feedback from members and with no shows either I do not have much to go on for this article. I'm afraid that I have been somewhat distracted with work and building an extension, and have not even started the cars this year. As you can see they are still tucked up in the garage - being used as a storage facility! -



Shame on me!

I did recently have a query from **Robbie Shergold** who owns BBY 484H – which was previously owned by **Derek Edmonds** and a frequent visitor to SEM.

He - like me - had not got round to starting the car for a bit and the clutch was stuck on - I hope I

sure it is well supported and then start the car, and 'drive' it with your foot on the clutch and brakes it will then usually come free – if not it is probably a gearbox out job. Fortunately for Robbie this worked, his next job was to replace one of the driveshaft UJs - which is another unpleasant job!



BBY 484H at SEM in 2005

do not have the same problem. I have found over the years that this is a common problem with the 2 litre cars, the 4 cylinders seem to be less prone to this problem.

If the clutch does not come free simply by trying to start it with your foot on the clutch.

The best way I have found to free it is to start the car, get the engine warm, this can sometime free it on its own, then jack up the rear of the car, make

Looking forward to later this year for those who are also members of the **Bond Owners Club** their **National Rally and AGM** will be held in Nottingham on **8th -11th July** Then, our **TSSC, TR Club and MG Rally at Malvern, 13th 15th August** – let's get lots of Equipes there, and of course the **Equipe Weekend based at the RAU Cirencester 10th – 12th September.**

Guy



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Vitesse/Herald Bootlamp Shroud Seals



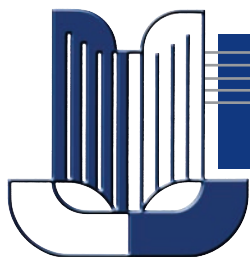
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Readers Write

e-mail: courier@tssc.org.uk

In support of the Clubs valuation scheme...

Hi Bern

Although living in France we cannot make use of the Clubs panel of insurers (mores the pity) I never the less thought it wise to have an up to date valuation. This has definitely proved to be a wise move and clearly the insurers of our Stag and Spitfire used the valuations as a basis to determine their offer of settlement. So I think this proves the case that even if you can't use the Clubs insurers its still a good idea to have your car/s valued by the Club. This is what happened in a fire in our garage!



We are now living in a rented house whilst we wait for work to start on our house, a lot of it has now been demolished and we have to wait for planning permission which is going to take longer as we are near a historic building, a 12 century church. Like everyone life is frustrating being in and out of lock-down, we can only hope things will improve in the not to distant future. I keep looking at classifieds for another Triumph, but we've agreed we'll wait 'till were back in our house and have a garage.

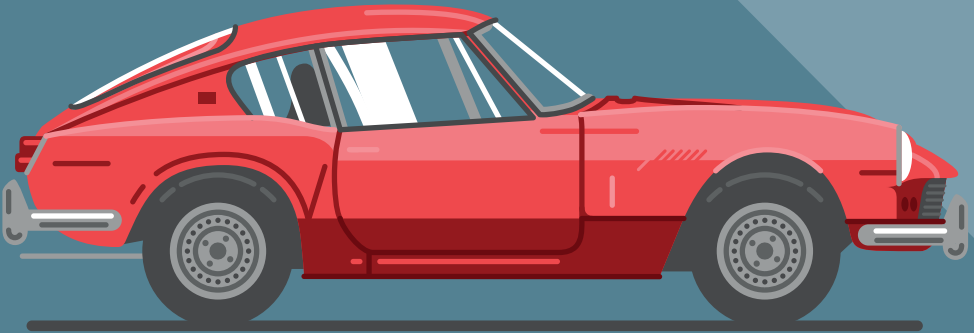
Best wishes

Vivien and Victor Thompson.

Ex AO's & Ex TSSC Directors



Insurance Partner



Triumph Insurance

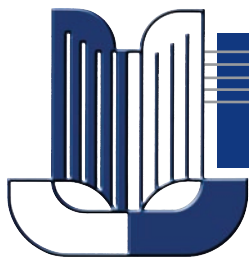
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Show & Tell

By Malcolm Huxtable

Window Winder Retaining Pin

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

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

Andy Luckhurst
North Devon AO

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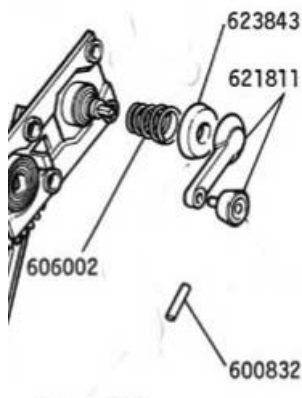
Problem

The window winder handle on Spitfire and other Triumphs are held on the window winder mechanism by a small pin. You need to remove the winder handle if you want to remove the interior door panel. If the removal and reinsertion of the pin was easy I would not be writing this

Show and Tell.

The winder and the items required for attachment consist of the following

- The winder handle - 621811
- Plastic escutcheon - 623843
- Spring - 606002
- Retention pin - 600832



In normal use the pin goes through the handle and the metal protrusion from the winder mechanism. The spring pushes against the plastic escutcheon which in turn is pushed against the back of the handle and covers the pin to stop it falling out.

To remove the pin you push the escutcheon back against the spring and then with a suitable small screwdriver or parallel pin punch you just push the pin out. Remove the screwdriver and the handle escutcheon and spring can be removed. You also spend the next ten minutes trying to find

the pin that fell on the floor.



That was the easy bit.

The difficult bit is getting the pin back in.

Firstly you need to fit the spring and the escutcheon then fit the handle. You then need to push the escutcheon back against the pressure of the spring. Line up the holes in the handle and the protrusion from the winder mechanism and then insert the pin. It sounds easy but anyone that has tried to do it will know that even though your Haynes manual says "Refitting is the reversal of removal", it's not.

- You can't insert the pin with your fingers you need a tool to hold it.
- The gap between the handle and escutcheon is not very big
- The spring does not want to compress very much
- The holes in the handle and protrusion don't want to line up due to the pressure of the retaining spring.

It's a stupid little pin but it can be very frustrating to get it back in!

Solution

One solution that I have read about is to use a length of wire coat hanger wire. With a straightened out length of coat hanger of a suitable diameter (1/8"), you measure the length of the retaining pin (14mm) and then cut nearly all the way through the coat hanger wire. You then fit the spring, escutcheon and handle. Then fit the nearly cut off length of coat hanger wire in the hole with it still attached to the rest of the coat hanger. With it in the hole you then break it off leaving the newly formed pin in the hole and removing the rest of the coat hanger.

Now at first glance that seems like a good solution, however there are a few things you need to be aware of.

- You need to find the right diameter coat hanger wire, believe me I have checked, there are several. If it is too big it won't go in the hole and if it is too small the handle will have too much slop.
- You don't seem to get too many all wire coat hangers these days they are mostly plastic with a little wire hanging hook
- However the one I think is most important is that if the retaining pin is too long it will bind on the escutcheon. If it binds on the escutcheon the escutcheon will turn with the handle. The spring should be a snug fit in the escutcheon so when the escutcheon turns the spring will turn. As the spring goes through the door trim panel when the spring turns there is a good chance the vinyl on the panel will get caught on the spring and be damaged. Ideally you need to fit the cor-

rect pin back in and do the job properly. As I have already mentioned the pin is made of 1/8" rod (0.125") and is 14mm long, a nice mix of standards to keep



you on your toes.

The first choice of many people



to re-install the pin would be a set of long nose pliers

This used to be my first choice as well but the problem with them is they are narrow at the



tips but get wider the further away from the tip you go. You also have to keep pressure on them to keep gripping what is in the jaws.

What you need is something that is narrow along its entire length and as a bonus locks on to what it is holding so that you don't have to keep pressure on the handles to stop the pin falling on the floor and disappearing into a black hole that exists on your garage floor.

What you need is a pair of self locking forceps.



As you can see the forceps are about half the thickness of the



pliers and will be easier to get in between the handle and escutcheon.

They are also self locking so will



hold the pin securely

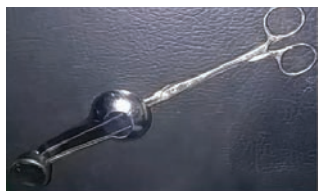
Usage

1. To refit the pin you first want to make sure that the square protrusion of the mechanism is in the correct location so the handle is in the correct place when the window is wound up. I like to have my handle at the 8 O'clock position as it is then out of the way of my knees and



also that it matches the other window winder.

2. You can now trial fit the handle without the spring or escutcheon to make sure everything is lined up as you would like it, and to make sure



the pin fits.

3. Remove the pin and the handle and fit the spring and es-



cutcheon over the square protrusion.

4. Now refit the handle over the



protrusion by compressing the spring and hold it there

5. Now with the pin held se-



curely in the forceps, push the escutcheon back against the

spring and insert the pin through the handle and protrusion as far as it will go.

6. The pin will be a little proud of the handle and will be stop-



ping the escutcheon moving fully up to the back of the winding handle.

7. Push the pin fully home and the escutcheon will snap back into place stopping the pin falling out as **Top Right Pic.**

Where can I get them?

Ebay is a good source of forceps. If you search for Kelly Forceps you should be able to find a straight pair of forceps around 15-16cm long for around £3 at the time of writing.



Conclusion

Using forceps to reinsert the retaining pin is so much more easier and quicker than using long nose pliers.

It used to take me 5 minutes or more some times to get the pin back in.

1. The spring and escutcheon and handle would be on ready for the pin, then I would drop the pin from the pliers.

2. Find the pin.

3. Repeat steps 1 & 2 five times

4. Have a cup of tea

5. Having calmed down repeat steps 1 to 3 until pin fitted

6. Decide there must be an easier way

Well you now know the easier way, buy some forceps and do it in 15 secs.



PRACTICAL CLASSICS MAY ISSUE ON SALE NOW!



In this issue we celebrate the fact that lockdown restrictions are beginning to ease by getting out and about again in our classics. Plus, we follow the life cycle of a genuine 'Coca-Cola' Triumph TR7, **Mark Gray** takes his Rover P6 on a 3000-mile round trip to Portugal and **Matt George** treats his Triumph 2000 saloon to a shiny new steering wheel.



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FEATURES



STAFF SAGAS



THE COURIER **Classifieds**

Herald



1965 HERALD 12/50 Owned since 2005, solid, genuine car, bodywork in very good condition. 68000 miles. Rebuilt 1296cc engine with 4-syncho gear box (Dolomite 1300), duel-fuel (petrol and LPG). Full Webasto roof. Minilite period alloy wheels. Heated rear window, inertia reel front belts, static rear belts. Electronic ignition, alternator, electric fuel pump. Ford front seats with head restraints, reversing and rear fog light. £5500. **Darryl Sergison (Cornwall) 01726 824469**

Spitfire



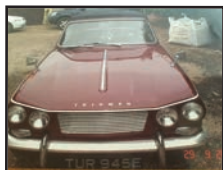
MKIII 1969. Drives excellent, good fun, electric windows, central locking, S/S exhaust, A1 chassis, bodywork good, no rust just needs TLC. Always garaged. Lots of various spares. £5,500. **Mark Biddlecombe (Hampshire) 07761 390997**



MKIII Brave restoration or parts. Very sad, very, very rusty, non runner, for anyone who wants to take on a brave

restoration or break for parts. Will need to be able to pick up and physically drag onto a trailer or some form of flat bed as wheels completely seized. Free to who wants her - providing you can arrange your own pick-up. **Lee Kite (Helmshore, Lancashire) 07971 897269.**

Vitesse



MK 1 CONVERTIBLE 1967 2.5 LITRE. Overdrive. Colour Maroon. Stored Last 13 Yrs. Bodywork Very Sound. Some Mechanical Work Needed. Loads of Spares. £6500 ono. **David Hyde (UK) 01769 540638**

2000



1969 Triumph 2000 Mk1 Owned since 1990, good solid genuine car. Triumph 2.5 engine, duel-fuel (petrol and LPG), converted in 2000. Full Webasto roof. 7x15 Wolfrace period alloy wheels, cross-drilled front brake discs. Stainless steel exhaust. Heated rear window, inertia reel seat belts, electronic ignition, alternator, electric cooling fan, electric fuel pump, Motolita steering wheel. Rover SD1 front seats with head restraints, upholstered to match. £6,995 **Darryl Sergison (Cornwall) 07950 176859.**

Triumphs Wanted

GT6 MK3 PROJECT WANTED. In search of a project GT6 MK3 to restore. Rotoflex rear suspension. Student on a budget. **Alexander Howard (Shropshire) 07496 009014.**

GT6 MKIII WANTED. Looking for MK3 GT6 must be in overall good condition and running. Don't mind a vehicle needing minor tlc but that would have to be a running project, maybe interior or some cosmetic work but no basket cases please. Many thanks **David Anderson (PLYMOUTH) 07809 121295**

EARLY HERALD CONVERTIBLE WANTED, either 948 or 1200, no 13/60 please. As original as possible, preferably someone's cherished car that needs a good home. No basket cases or heavily modified, just a good solid honest original car that's MOTd and ready for the road. E-mail preferred with plenty of photographs due to distance. **Colin Lindsay (UK) 07709 599665.**

GT6



MKIII LATE NON-ROTOFLEX MODEL. Owned 10 years. Many new parts inc. J type OD/gearbox & propshaft, Electronic dizzie, rad, battery, alternator, upholstery etc. Excellent waxoiled chassis. Bodywork needs attention (usual places). MOT & Tax exempt but MOT'd following storage (no advisories). £8000. **Barry Kemp (Mid Wales/Shropshire) 01686 669865.**

Triumph Parts for Sale

DUPLEX TIMING CHAIN. Bought new, but never used. 42 and 21 tooth gears, 62 link chain with join link. £85 in Rimmers. Mine - say £50 but will haggle. **Del Holman (West Kent.) 01732 743747**

TRIUMPH MAGAZINES. A selection of Courier books dating between 1981 and 2005, also some old Standard Triumph Review (pre decimal), and some Triumph World magazines 1998. Free to Collector due to weight. **Brian Melton (Kings Lynn) 0776 320997.**

FULL ENGINE TR4A PLUS TR2, 3, engine and ancillaries. Untested but looks good. Email for details. classic.triumph@googlemail.com £1,200. **E Carmody (Leeds) 07394 545555.**

SPITFIRE MKIII STANPART BOOT PANEL. Very nice condition, genuine Stanpart panel. No rust. small amount of filler about 3 inches by 3 inches. Painted in shiny signal Red. £60. **Chris Chambers (Surrey) 07469 211650.**

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Parts Wanted

WANTED BONNET SPRINGS for Herald or Vitesse. **Steve Hall (Essex) 07514 562364.**

PARTS WANTED. Cactus green interior door panels / seats etc. for Herald / Vitesse. Also Blue seats for Mk1 2 litre Vitesse Saloon. I would also be interested in a set of Dunlop D1 alloys 5.5J x 13 inch. **Kevin Bradbury (Devon) 07889 887876.**

WANTED - SPITFIRE MK IV ORIGINAL SEATS. I'm looking for a pair of original seats and seat runners for a MK IV Spitfire (1972). **Colin Nicol (Ulverston, Cumbria) 07539 962806**

VITESSE / HERALD PARTS WANTED. Vitesse Mk 1 Dash Panel in good order. Gearbox tunnel for the same car or Herald in good order. Willing to collect items. Please contact **Kevin Bradbury (Midlands / Devon area) 07889 887876.**

SPITFIRE MKIV/1500 BODY TUB WANTED. In need of a Spitfire MKIV or 1500 bare body tub. Not required to be perfect as happy to repair. **Chris Chambers (Surrey) 07469 211650.**

LOAN OF FUEL TANK - HERALD ESTATE Can anyone **LOAN** me a Herald Estate Fuel Tank so I can have a new

aluminium example fabricated?
Steve Meredith (Malvern) 07887 706153.

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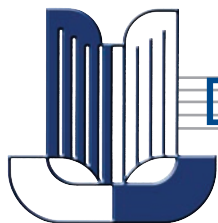


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May 2021

AREA NEWS

AREA Directory • News • Events



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CAMPING WEEKEND

Friday 3rd September - Sunday 5th September 2021

At Top End Farm Campsite,
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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



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 Embury: 0770 1049881 Simon Morgan: 07786 806189 CONTACT AO's FOR MEETING VENUE	3RD WED. 7.30PM
SOUTH STAFFS	New AO/s Wanted Contact Nigel Hill 07976 163006	

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

MIDLAND AREAS Contd.

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

EASTERN AREAS

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

SOUTH EASTERN AREAS

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

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241 <i>Royal Oak</i> - GOODWORTH CLATFORD. SP11 7QY.	2ND THURS. 8PM
AVON	David Dyer: 07860 878058 <i>The Wishing Well</i> - CODRINGTON. BS37 6RY	1ST TUES. 7.30PM.
CORNWALL	Carol Coventry: 07979 464643 <i>Hawkins Arms</i> - ZELAH. TR4 9HU	2ND THURS. 8PM
DEVON	Sue & John Franklin: 01548 821348 Nigel Kenneison: 07804 731599 <i>Claycutters Arms</i> - CHUDLEIGH KNIGHTON. TQ13 0EY <i>Ring A.O. Details</i>	3RD WED. EVES. 1ST SUN. LUN
NORTH DEVON	Darren Groves: 07806 351499 Andy Luckhurst: 07971 413045 <i>Crealock Arms</i> - BIDEFORD. EX39 5HN	1ST THURS. 7.30PM
DORSET SOUTH	Robin Nicholls: 07920 549474 <i>The Three Compasses</i> - CHARMINSTER - DT2 9QT. March to Sept	LAST MON. 7.30PM
GLOUCESTER	Jane Rowley: 07802 171227 <i>Aviator Inn</i> - Staverton - GLOUCS AIRPORT. GL51 6SR	3RD MON. 8PM
SOMERSET	Alan Desbois: 07778 923064 Denise Desbois: 07896 412957 <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	Craig Gingell: 01249 740239 <i>Foxham Inn</i> - FOXHAM - WILTSHIRE. SN15 4NQ.	2ND TUES. 7.30pm.

WELSH AREAS

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

NORTHERN IRELAND

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

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



Area Liaison Officers Report Andover

Triumph Sports Six Area Liaison Officers

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

To all Area Organisers of the TSSC,

These are the minutes from the zoom meeting from 7/4/21. It was great to see so many of you on the Zoom meeting despite the technical hitch we had.

As a group we spoke about creating a What's app group just for area Organisers, please make sure that we have your up to date mobile number, drop us a text with your name and number to 07976 163006. Should you not have What's app it is a great and easy way of communicating.

We will also email to those who don't have What's app etc, as well as putting it in the monthly Courier area Organiser page.

We agreed that **Area meet ups will begin on 17th May** as long as you all follow government guide lines, no more than 30 people to attend and is outside only. We ask you to email your members if you are organising events on the basis of 30 so first come first serve basis.

We discussed the international Triumph/Mg weekend that takes place at the Three countries show-ground Malvern. The organisers are asking each area for volunteers to help out on the weekend, We are looking for an hour or so to help marshalling, marshalling on the auto solo etc. You can book these jobs via the website www.triumphweekend.com Remember if we don't get enough volunteer's the price of your admission tickets has to go up, this is because we will have to employ people to run the show.. So please we are asking you and your members to put your names forward to help out.

After the success of the area organisers Zoom meeting, we are wanting to do an Area organiser Zoom meeting every quarter to touch base, we feel it's a good way to stay in touch with you all. We are planning the next zoom for June, date to be confirmed.

Finally the next TSSC annual general meeting AGM will be on Sunday 12th September, we are hoping to hold this at TSSC HQ, government guidelines allowing and we will also be streaming via Zoom, this is for all TSSC members and TSSC area organisers to attend.

Thanks again for your support.



Nigel & Di.

Andover

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

Tel. 01672 514241

We hope everyone is OK, and getting to play a little with the cars. I am afraid that building an extension has taken over my life and I have not yet started mine this year, I must try harder! The roofing felt is now on and some of the windows fitted so starting to look like a real building now, not just a building site.

Ed told us "On the car front, just received a new mohair hood for the Spitfire and tried to fit it. What a performance. The material is so thick I couldn't get the poppers that hold the back of the hood to the body to stay in, despite making a tool to rivet them on properly. So I've taken them off and will

try the 'lift a dot' type (think that's what you call them) when I get some.

Dave (my son) decided that the prop shaft on the TR6 he is rebuilding needed to be balanced so I took it off. I had difficulty finding anyone to do the balancing, but when I did it seemed a bit expensive. So considering it had new joints, the splines were good and it really is quite short we decided not to bother and put it back on again. Instead, we sent the radiator off to be refurbished. "

Does anyone have any advice or suggestions about fitting fastenings to a mohair hood?

And Tim has been busy too: "I had my Spitfire out yesterday for its annual check up by a time served professional mechanic and car restorer. He does a full check over and safety check so that all that I do to the car gets a 2nd pair of eyes on it. He also oiled the trunnions. I say annual but it did not go last year



Andover - Avon South Bucks

Andover Continues

because it hardly turned a wheel due to the shutdowns. The car passed his checks and is running better because he is unsurprisingly way better at tuning it.



It is nice that life is opening up again in a small way. We met daughter and grandson on Monday at Westonbirt. Great to get out again and to feel reasonably safe. I am back at Crofton [steam pumping station where Tim volunteers] on Tuesdays again and if you visit their website I can be seen trying to work in the cold on their Spring video. We have some problems because it was thought prudent to do some scanning on the engines. It found cracks in the linkages on one of the engines so now there is a big job to dismantle and test fully some bits. We are not sure if we will steam this year."

Let's hope the weather warms up a bit and that enough people are sensible enough to keep the spread of Covid down so that things can start to open up a bit, and perhaps we can try an open-air lunch next month.

Guy & Suzie

Avon

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Tel. 07860 878058

Hi all, I am writing this following the first AO Zoom meeting this evening and am happy to share some things from that meeting.

There was considerable discussion about meetings, the general consensus being that a meeting before 21st June would be difficult to arrange and outside of government guides lines unless numbers could be guaranteed as less than 30. My feelings are that it could be a ticketed event, maybe Eventbrite, to control numbers or we just wait until after 21st June. I would be interested in your thoughts.

Mention was made of the Malvern combined event with Triumph and MG. It is 11th, 12th, 13th August. This is likely to be the first 'big' event for a long time and ideal for us in the South West as it is easily in driving distance for a day. Can I encourage you to

go to the website and have a look, Use the TSSC site if you decide to book, there is a link you can follow and this will attribute your attendance to the TSSC Club.

Drive it day may have passed by the time you read this so I will have also emailed details about Sunday 25th April, nothing is planned to be arranged but the club are encouraging members to go out in their cars and take some pictures. There are going to be categories and prizes.

When the Club headquarters reopens in June they are promising a display of never-before-seen Triumph cars, interesting!

A reminder, the Club shop is open and has been and in addition Fitchett parts can now be ordered/purchased through the Club Shop.

Other news, I have another project, should be arriving tomorrow, not sure I needed another project but hey. Pop over with some wet and dry lol

Stay safe



Dave

South Bucks

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www.tssc.org.uk

Tel. 07818 052276

Hello all I hope you are well I have been unfortunately lacking in writing these past few months.

A drought of things to do this first 4 months has seen that I didn't have anything noteworthy to write about however we now see the light at the end of the tunnel in the form of promised freedom (keep in mind I am still writing this in lockdown) There should be more shows and meets to go to which should intertwine with better weather though the summer fingers crossed.

Anyway as of the date there should be the monthly meet on the 19th of May at the Harte and Magpies at HP7 OLU. As I said I don't know if this could go ahead at this point but hopefully so. Thank you for reading and hopefully we can return to meeting up and going to shows soon.

Harry



Cheshire Derwent Valley

Cheshire

e-mail: cheshire@tssc.org.uk

www.tssc.org.uk

Tel. 07779 878125

Following a couple of nice warm sunny days at the end of March, the temperature plummeted for our meeting on April the First. But, it wasn't going to rain, so 5 of us braved the cold and then the dark up at Tegg's Nose car park, and we had our first actual meeting for some time out in the open. As I joined Chester Road on my way up to Tegg's Nose, I caught sight of a rare beast - a Herald 13/60 Estate! Once my brain was in the correct gear, I realised it must be our man from Crewe in said car. Traffic and traffic lights prevented me from getting up close, but as I pulled in to Tegg's Nose car park, there was the Estate and our man from Crewe. The car had passed its MOT the previous day, and is clearly road legal if in need of the same colour paint on all the panels. It has also developed an appetite for dynamos and control boxes, which will probably be replaced by an alternator and a suitably modified control box.

A frequent visitor turned up in a 'Healey Motor Company' car which sports a 4 litre Rover V8 at the front, and is therefore not short of a horse or ten (but is going to be chipped to get a few more horses anyway). John appeared in the Spitfire, and Adrian in the Chelsea Tractor. The GT6 is trapped in the garage, as the path from garage to outside world is made of un-whackered MOT and contains several car-threatening obstacles. I should mention that we all practiced social distancing, and will continue to do so for the foreseeable future.

Heap the Vitesse odometer read 99500 when I went to add fuel before our meeting. Will we get to the magic 00000 this year?

Events this year are subject to all sorts of things. Sandbach Festival of Transport isn't happening in 2021, but is planned for April 23 and 24 of 2022. I'm unsure about Drive It Day (which will happen before you read this if it does happen) but it's outside and so may happen. May is a blank in the event calendar. Our June meeting (and run out) may be possible. Tatton on June 5 and 6 has disappeared from their web site, while Lymm Historic on 27 June is just possible - their web site says they have very little wiggle room but are going ahead with planning (at the time of writing, 2 April). People have to behave sensibly for the roadmap to not

be delayed, which as we know is not always the case. The remaining two Tatton Shows are still on the calendar.

Our next meeting is on **Thursday 6th May**. According to the government roadmap, pubs will be able to serve outdoors by that time. So, if that is the case on 6th May, and the weather isn't too bad, it is likely that we can meet at the **Cock and Pheasant** once again. An 8pm start as sunset is 8:47 so we can enjoy a little daylight. I will confirm this via the usual emails before the day, as well as on the TSSC web site. It should be warmer and more daylight than April. Fingers crossed. Social distancing will still be in place.

Henry

Derwent Valley

e-mail: colin.tssc@btinternet.com

Tel. 01773 531580

Hi Everyone. As I sit at the beginning of April writing these few notes, I am looking forward to more freedom over the next couple of months, I might add with some excitement and a little trepidation. The indicators show that a few people will go crazy and congregate in large groups without any social distancing. This could lead to sensible groups like ourselves being scrutinised by the authorities.

This I am taking into consideration when organising future events during the summer. I must admit that it is quite challenging to even organise a simple drive out and follow Government guidelines, which from **17th May will allow us to meet outdoors in groups of no more than 30 people**. To ensure that this rule is adhered to, Derwent Valley's meeting on the 1st June will be by invitation only with RSVP required to control the number of TSSC members and their family that attend. Places will be allocated on a first come first served basis and invitations will be sent out after **17th May**.

If you are not currently a member of Derwent Valley's Messenger group, then please provide me with your contact details ASAP on the above email address, if you wish to be included.

If all goes to plan **Derwent Valley's July meeting on 6th July** should be a somewhat normal affair. Details of this will be in June's Courier.

The organisation of the 'TriumFest'/ Triumph and MG Weekend continues and tickets are currently on sale via HQ or the TSSC website. Details are also in this month's Courier. I am informed that there will



Derwent Valley - Devon

Derwent Valley Continues

be a lot to see and do at this year's event.

Leicester & Rutland are still planning to hold their camping weekend in August, as are Northants with their weekend scheduled for the beginning of September.

Check out the Courier for more information.
Stay Safe.

Colin.

Devon

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

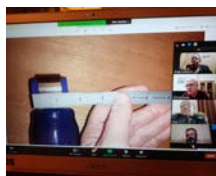
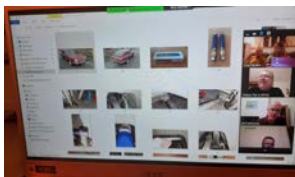
e-mail: nigelk57@gmail.com

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

Tel. 01548 821348

We are hoping to be able to return to the Claycutters for our May meeting on Wednesday 19 May but keep watching the Facebook page TSSC Devon and our emails for updates. At that stage in the roadmap we think we will be allowed up to 30 people OUTSIDE.

We had a fantastic double length Zoom meeting on 17 March - with an interactive presentation by Phil with a slide show, about some of the challenges he had replacing the rear shocks on his GT6 (which sounds easy, but he had problems with the new ones not fitting). It led to a good interactive discussion. Really proved the worth of these virtual meetings, as there was a lot of useful input from the members there. We were joined to by Mark Macey from London who has a Vitesse. In fact these virtual meetings are proving so popular, we intend to continue them even when we can return to the pub meetings. Not only can members from all



over Devon and beyond join in, but it is the perfect medium for swapping tales and advice on any problems our members are experiencing.

Round Devon Run Sunday 5 September

Plans for this are progressing nicely and we'd love to hear from you now if you would like to join us, for the whole run or for sections of it. Jon Chartres is leading on this and we are hugely grateful to him. To register your interest, please email sue@jassy.org.uk with your contact details and we will keep you updated.

Drives Out etc

TSSC HQ have given us the green light to organise events as long as they can be done safely and in line with Government guidance at the time regarding Covid-19 so, with the longed for release from Lock-down scheduled as I write for 21 June, we have made the following tentative plans:-

Wednesday 19 May Return to the PUB! TO BE CONFIRMED as above

Claycutters Arms Chudleigh Knighton TQ13 0EY from 7PM

Sunday 13 June Return for Ice Cream at Surfing Cow, Holbeton Nr Modbury. As before, they are delighted we are coming back and will rope off an area for us. Bring a picnic!

They are open from 12 - 5. Planning a drive beforehand from the House of Marbles at Bovey Tracey - Details to be confirmed nearer the time. As this is still prior to Lockdown release date, we will still be limited to a maximum of 30 people outside. This does NOT include children or dogs! However, PRIOR REGISTRATION WITH US will be essential.

Weekend 13/15 August Inter Club TSSC, TR Register & MG Car Club weekend at Three Counties Showground, Malvern, 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. Great camping facilities at this wonderful venue and if you don't fancy camping, there are plentiful alternatives locally. Should, for any reason, the event does not take place, the Club has promised that pre-bought tickets will be refunded. At this stage, it is not envisaged that tickets will be on sale on the gate so all the more reason to do what we have done - buy tickets now via the Club Shop.

At long last, it looks as if we can forward to a safer, vaccinated, summer and we are really looking forward to meeting up with members old and new in a Triumphant New World.

Sue, John and Nigel



Devon North - Essex

Devon North

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e-mail: arluckhurst@googlemail.com

www.tssc-devon.org.uk

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

Tel. 07806 351499
or Tel. 07971 413045

The April meeting was not one to be fooled with. OK, so it did feature a "Show and Tell" event by our resident jester Malcolm, but it covered the serious topic of brake-bleeding.

Malcolm treated us to a fascinating presentation detailing the pros and cons of various types of brake-bleeding equipment, and proved that you don't have to spend lots of money on expensive equipment to be able to bleed your brakes without an assistant. I am hoping that Malcolm will allow this topic to be included in a future edition of "The Courier".

Also present at the meeting were Richard, Bob Meller, Bob Bunney, Mick, Darren, Sue and John.

As well as Malcolm's talk, we also discussed the Round Devon event in September which many of us are looking forward to. I'm pretty sure Sue will be covering this in her write-up, so I won't go into detail here, but please contact me by email if you wish to express your interest in the event, and I will add you to my list.

The work that Bob Bunney has been doing on his Vitesse is very impressive, and Bob showed us more pictures. Bob started with the intention of a "quick tidy up" of various things, but his project has now turned into a full restoration! I have been really impressed with the quality of his metal fabrication. He was about to tackle the rear suspension, and was seeking advice on whether to renew his rototflex couplings or invest in new driveshafts with CV joints. I'm not sure what his decision will be, but we look forward to seeing the car again when it is finished.

Richard had replaced his fuel pipes, flushed and sealed his fuel tank. This is a job well worth doing and we recommend that you check your rubber fuel pipes carefully before using your car this year. Don't forget that you can buy good quality ethanol-resistant fuel pipes from the club shop.

That's it for this month - we hope to see you for the next virtual meeting on Thursday 6th May.

Andy

Essex

e-mail: miketitchen@aol.com

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

Mike. 07860 708356

The month of April brought new rules for gatherings and getting out and about.

I was able to join in with the AO Zoom Meeting on the 7th which was outlining what we can do or not do with current restrictions. We will have discussions with our area Members in the coming weeks regarding meeting up.

We would like as many Essex Area Members to consider going to Triumph & MG Weekend at Three Counties Showground in Malvern on 13th - 15th August 2021 as this will be a good weekend for us all to be together at a show. See Courier for details & let me know if you are booking.

Our monthly meeting was on the 11th so we suggested that as the rule of 6 in an outside/garden area was ok, we arranged for some of us to be hosts and invite other members of our area to have afternoon tea in several Gardens. At the same time we could facetime each other to those in the other gardens. At the time of writing this is a few days away so we hope this will go well. Hopefully after 12th we will have a covid update for the coming month before 17th May then we can manage to have a better meetup from then as more shops and different activities will open and new updates for car shows.

Brian has an update on his new project

Work over the last 3 1/2 months during lock down have been quite productive. We now have a new member of the Disney Cars family in the way of a trailer styled as Tow Mater to carry my new mobility scooter, this should be a great help for some of the larger car shows which requires a lot of walking round all the toot stalls etc. Not sure if the world's ready for another one of my trailer creations but will soon see. Have completed road trials and I'm pleased with the results, so we





Essex - Gatwick - Gloucester - Herts & Beds

Essex Continues

are all ready for the opportunity to get out and about. Hope it won't be too long now so stay safe for everybody and hope to see you all soon.



Update on my diff : - It is now back on the car ready for us to venture out in April & May.
Upcoming Events May 2021

Club Day - Sunday 9th - Drive out around area, details to follow

Mike

Gatwick

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Tel. 07775 564427

Hi all. Hope you're all well.

Another short one! We're hoping to have some sort of small gathering in the near future & to attend as many shows as possible.

Give me a call to hear the latest, for dates & times. Keep well

Tony

Gloucester

e-mail: j.rowley269@btinternet.com

Tel. 07802 171227

Hi folks, this is my first time at writing the Gloucester area news so here we go! First and foremost, I do hope everyone is safe and well and you've all been, or soon will be jabbed up! As you know the pandemic has taken it's toll on the social side of the runs out and meet-ups. Hopefully all that will soon

change with the commencement of easing of restrictions. I've been keeping busy with stripping the Vitesse and doing some final bits of welding all with the help of Andy (massive help) getting it ready for the paint shop. Also at Cliff's getting an original Webasto sunroof fitted and removed for the paint job...hope you've all been tinkering with your cars, driving them around on some nice sunny days we've had and getting them all de-choked ready for, what we all hope, that start of some normality. The Zoom meetings have been played an important part in keeping the club inter-connected and with lots of people connecting online, there's nothing ever too little to discuss!

Some interesting projects going on at the moment and discussions amongst everyone.

Some important dates for your diaries, all dependent on Covid announcements from the Government:

Monday 17th May - Club Meet at the Aviator
Sunday 23rd May - First Run Out
(Details to follow)

Sunday 20th June - The Pied Piper classic car show at Highnam Court - Book car in advance £5.00 to Pied Piper

Monday 21st June - Club Meet at the Aviator
August 13th -14th -15th - Interclub Triumph & MG weekend (contact TSSC for tickets/book in advance)

Le Mans bookings - as the event is not running neither this year, please contact Vicky with transferring over to next year or for any queries with your existing booking from last year / this year.

Keep safe everyone, see you all soon and hope they all run smooth on all 4 or 6 !

Costa

Herts & Beds

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Tel. 01582 750943

Hi hope all is well and escape is just round the corner. I have no news about the Raven or how we can meet up in 6's outside, it's a bit cool for an evening sit out

There are a few local events appearing but until I'm in clear free air I won't get too involved with arranging anything just yet.

The stainless silencer nobody wants has returned yet again ...any takers, it came off a Vitesse but resists refitting.



Isle of Wight M25 East

Brian's GT6 has a stuck clutch and I will be reworking his gearbox by the time this hits print.

Getting a 2nd Covid jab has proved fun with 119 booking us into a closed centre, Grrrrr !!!

Our own Doc Martin was on call for the Angela Rippon vaccine publicity film. So with little to report I will sign off



Pete

Isle of Wight

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www.facebook.com/groups/78675055371248/

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We have some exciting news for 2022, I know it's a long way off, but we would like to share it with you now. Our Isle of Wight Triumph Weekend is moving to a new home!

It's the end of an era as we have been at Appuldurcombe Holiday Park for almost all of the 30 years of our event. We would like to thank the latest team, Cherry, Kevin and their staff for looking after us so well over the years; their site is making changes and will no longer be able to host us so we are moving to The Waverley Park Holiday Centre in East Cowes.

The Waverley has 3 flats, 48 static caravans, 33 serviced pitches and a large camping field and can offer us discounted Red Funnel ferries too, have a look at the website www.waverleypark.co.uk.

We are very pleased to be working with Julian and his team to refresh our event.

This is a whole new corner of the Island for you to discover and we hope to have our convoys out and lots of fun along the way.

If you want to reserve your accommodation and ferry, please quote **TRIUMPH** when booking – you can telephone 01983 293542 or email holidays@waverley-park.co.uk - our entertainment booking forms will be available separately early next year.

In other news, we are very much hoping we can see our local members very soon, we may even have bumped into you on drive-it day!

We will let you all know when we have finalised any more plans.

Tracy & Elaine

M25 East

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Tel. 07938 526324

Hello all, and here we are in May. This should be the month where things start happening. There might even be a show or two to go to. Unfortunately the SEM had to be cancelled which is normally our first camping weekend. But we will just have to enjoy it even more next year.

The IOW weekend also fell by the wayside and in the end we decided to cut our losses and get a refund. The good news though is that we have our first camping weekend booked at the Whitwell Steam and Country Show. There's already a few of us booked in but if anyone else fancies it all the details are on our Facebook page.

Looking forward we have the Silverstone Classic, which most of us are already booked into having rolled it over from last year. Then it's the big Triumph and MG show - this looks like it's going to be massive and one not to miss. Two really excellent weekends away are back on this year and they are the Leicester & Rutland Area Sunshine Rally in August and the Northants Camping Weekend





M25 East - Newbury

M25 East Continues

(Hawaiian theme) in September. We normally have a good turnout from our area at



these events and this year will probably be no exception. I can thoroughly recommend both of these, you will be made very welcome by the organising areas. Again details of all the events we are attending are on our Facebook page or just get in touch with me.

No real news on anyone's car projects this month, although I have heard on the grapevine that Chris has finally put his gearbox woes behind him. Hopefully, it's all sorted now. My seat rebuild went according to plan, sort of. It all went back together well enough but it now with the new sponges it feels as if I'm sitting too high in the air. It was sorted by swapping it for the passenger seat which wasn't quite so worn out. Hmm...bit of a waste of money really but oh well, live and learn. I'm afraid to say that's all I've done on the car over the winter. I had big plans to have the gearbox rebuilt, re-bush the suspension, fit new trunnions etc etc but laziness got the better of me and I'll just have to put up with it till next year.

In case you haven't already noticed the date for our firework night rave up has changed due to a family commitment. It's now on **Saturday 13th November**.

Hopefully we'll be able to have a meet up at some point this month. The rule of six is dropped from the 17th so we could have a club meet or even a tinkering day. We'll just have to keep our eyes on the rule changes and go from there.

Looking much further into the future does anyone fancy a weekend away up in Yorkshire. I'm talking about **October/November time**, leave the Triumphs at home and go up in moderns. Myself and Donna like watching 'Bangers and Cash' on the telly and thought a visit to the Mathewsons Garage in Pickering could be part of a good trip. We could also visit York itself - nice pubs, Betty's Tearooms etc. Anyway, something to think about.

Also, hopefully we'll be able to have our usual Christmas this year. I'll book the golf club again if

that's agreeable. Photo's this month are from previous camping trips that we've been on. Hopefully there'll be a bit more of this very soon.

Right that's about all for this month - I'm confident in saying "see ya some time this month" - cheers

John.

Newbury

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"With the sun shining and the roof down, you are reminded how much pleasure you get from these cars, after they have been laid up over the winter months".

Such true words from Steve who managed his first proper outing in the Vitesse on Easter Sunday.

Steve's Sprint is also coming along nicely, with refitted exhaust and homemade parcel tray installed. Great job Steve, it looks absolutely fantastic.

And it surely won't be long before we get to see the handiwork firsthand as we all get back behind the wheel for a much anticipated club night.

It has certainly been a marathon, not a sprint but I can now almost taste the pint of bitter and dry roasted peanuts!

Our committee is aiming to start meeting again in June. With that in mind, our AO Dave has explored past venues only to discover that the Traveller's Friend has sadly closed. Changes have also taken place at the Downgate pub which means we are once again looking for new venues. These will be considered by the committee over the next few months. Please look at Facebook and check your emails for the latest information.

Whilst we await our first face to face meeting, there will be another chance to have a bit of fun with our 'Spare Parts' quiz. Dave has kindly photographed a variety of car components which will be circulated soon. And Robin, whilst himself searching for an elu-



sive car part, came across a collector's item (pictured below), presumably from the club shop, which



Norfolk

will serve as the prize for the winner. Looking forward to a group photo in June! In the meantime, stay safe and enjoy the driving!

Robin

Norfolk

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e-mail: paultsscnorfolk@gmail.com

Mike. 07828 103064 /01502 476699

Paul. 07584 000442

Hi everybody, well that time of the month has come around again with your AO's in these Covid restricted times scratching their heads wondering what to put in the monthly report. Luckily there is lots to report as HQ and the large group of individuals who devote many an hour to providing benefits to the membership spent an hour or two last night debating on how to open up events and meets safely so that we can all start to enjoy our Triumphs once again and also socialise in a safe manner. In Norfolk we still intend to continue with some Zoom meets until we are fully opened up and in Norfolk have planned an April DiD (Drive it Day) Scatter Run that was hopefully successful, a fish and Chip Run to Cromer for Friday 21st May (restricted to 30 pre booked participants) and a Fish and Chip Run to Dunwich on July 18th.

Several other runs have been planned and are on the backburner ready to be enjoyed once we are able to do so.

Keep your eye open for announcements on our Facebook page (TSSC Norfolk), the events page on the main TSSC website, emails that we send you and of course the monthly reports. If you are not receiving emails then we may not have your most up to date email address or the mails are blocked by your spam filter so it's worthwhile checking your spam mail box.

Please note that every event that we run must comply with the restrictions applicable at the time and therefore sometimes numbers may be restricted and could change at the last minute if the rules change.

Events that are run by other organisations are being arranged for later in the Summer and Helmingham Hall Festival of Classics one of the premier events in the area are restricting numbers to assist with social distancing and as with most events pre purchasing tickets will be necessary. It would appear that unlike previous years you will need to plan

well in advance to attend events and runs otherwise you could miss out. As news of events drift in we shall collate a list so that people are aware of 'What's On' and hopefully circulate the information via the several forms of communication that we have available to us. One of the best methods of learning 'What's On' is to join in with our monthly Zoom meetings or attend a monthly meet once we are able to do so and it's also a great way to talk about your cars whilst socialising with some lovely TSSC members.

As up to six people can now meet in gardens I am quite prepared to undertake car valuations once again in a socially distanced manner. Obviously if you prefer you can use the TSSC Valuation Service at HQ, details on how to use the service are usually available in the TSSC HQ Services page at the beginning of your Courier. At £15 for two years valuation it is really good value in the event that you have an accident with your car.

The April edition of the Courier had an updated Club Shop Catalogue that is worth a browse if you want anything for your Triumph. You may be able to find some things cheaper elsewhere but what the Club prides itself on is quality at an affordable price. Not only have you got lots of goodies to tempt you but on p11 of the flyer is where you can find guaranteed 'Ethanol Proof' hose, an absolute must as there is going to be a move towards E10 fuel this year. If you don't want leaky hoses that could cause a fire then you must upgrade your rubber fuel lines to Ethanol Proof Fuel Hose. Some may have noticed that the Courier carries an advertisement from T.D. Fitchett but what many people do not know is that if you order T.D. Fitchett items via the Club Shop you actually receive a discount that is shared between you and the Club.

With Summer overseas travel restrictions likely to be in place for a while this year why not take advantage of the chance of some cheap camping at the **Triumph and MG weekend** due to be held at Malvern on the **13th to 15th August 2021**. Not only is it a lovely location you will get the chance to see some cracking cars and meet up with like minded people. Once again you need to pre book as there will be no gate admission to the event.

Why not use the opportunity to break up your journey if you are on your way to Wales or the West Country. If you don't fancy sleeping under canvas bring your camper or caravan or book some local accommodation. Tickets are available via **www.tssc.org.uk-ClubShop-Events** MONTHLY meeting details



Norfolk Northern Ireland

Norfolk Continues

Next Zoom monthly meeting will be held on **Monday 12th May 2021 20:00.**

Don't forget especially this year to 'Do more with your Triumph'.

Mike, Paul and Christina.

Northern Ireland

e-mail: heatheranddouglass@gmail.com

Tel. 07707 288233

Here we are now in May that is usually a busy month with us having Shanes Castle at Antrim, Totally Triumph at Lisburn and then our weekend away at the end of the month. As I write this report, I have no idea what is in store for us due to Covid restrictions. I am hopeful though that we will be able to have our weekend away near the end of May in the Fermanagh area staying at the **Belmore Court and Motel in Enniskillen**, so pencil it in now, **Sat 22nd to Mon 24th.**

We had our first run of the year on Sat 27th March with us meeting, once again, at Dunsilly, Antrim.

A poor turnout for the run with only three vehicles in attendance. In fairness to the club members there would have been more



except for recent illnesses, being double booked and other requirements the day/night before and those who had quite genuine covid concerns. Thankfully, we had Eric in his Herald, Simon in the Spitfire and Heather and me in the TR6. We were joined by Gavin and Sam for a while in the 2000 before they left for Sam to meet up with his tutors on line about his pending move to university after the summer break, although not before some fettling was done to the Spitfire. It would appear that, at times, she is only running on three cylinders, sometimes less. More garage time will be needed in the future, I fear. Leaving the car park and taking the motorway for a short distance we then headed over the hills in a zig zag fashion to make our way through to the Tardree forest hillside and then to the main Larne line before we travelled through the Deerfin area and then to the Rathkeel road and it

views of Slemish mountain in the distance before we arrived for our comfort stop in Broughshane and a short break.



Our next part of the run took us to the Tullygore area before we arrived in Martinstown. Crossing the main road and climbing the hill towards Newtown-Crommelin area brought us to the Glenleslie and Lislaban roads before we got a straight sharp run to Ballyveely in the Causeway Coast and Glens area that then, after a few twists and turns, brought us to Stranocum. Next,

we travelled through the Mosside hinterland, using the Moycraig road for eight miles, as we made our way to the main road at



Whitepark Bay and the lovely views there of the coastline as well as the Dunseverick area, before arriving for our lunch break at Bushmills that was a bit quieter than usual. Lunch and a quick chat over, but no shopping for obvious reasons, we took the short route to Portballintrae for another little view of the coast and a photo opportunity. Not a lot of space in the carpark and a lot busier than Bushmills with many enjoying the coastal walks there.

Photos taken and, on our way, again back through Bushmills to the Cabragh road area, that mirrored the main road from Bushmills, to Dercock and on to Deffrick before arriving again at Stranocum passing through the aptly named Drumnafivey. Using the main Drones road for a period to gain the side roads again at Ballyportery to use the other end of the Lislaban and Dowgry roads as we drove between Cloughmills and Clough. Now crossing over the Clough river bridge to get the Drumfin road to arrive at the Loughmagarry road so that we could shadow the A26 to the Fenagh road





Northern Ireland

so that we could stop at the lay bye before the motorway to say our farewells. A good day and a very enjoyable run that I will keep, with a few alterations, for a future suitable date after Covid gives us all a better opportunity to join in.

Colin (L) is having severe diffs with his supplied as a sound rear tub for his Herald. It's so badly patched, welded, modified, and generally distorted it appears at this time to be beyond economic repair. No-one seems to make the repair areas or panels he need any more. He needs urgently to try to find a donor tub from which he can take repair sections, particularly the floors and rear spring tunnel areas. Naturally, a complete replacement would be brilliant for him if there's one out there for sale but if anyone has repair sections sitting about, panels they may have bought years ago and never used, let him know what they have and if they're for sale. In view of this he is stalled with the repairs. Colins contact details are as per his role as secretary of the Herald 948/1200/1250 model in the Courier.

As many of you know over the years, I have had trouble with the GT6 stopping at junctions and not starting again or stalling on runs, the last time being with Simon a while back on a local run. Whilst many correctly stated that it was fuel starvation, I never got to the bottom of it but now I have better news. A while ago Gavin (M) was looking for TR6 wheels that I was able to supply for the 2000 but he foolishly stated that he would look at the GT6. Not wishing to slight him I took the opportunity with open arms and at the beginning of April the GT6 was transported to N'ards for a check over where it was eventually discovered that when the new fuel pump was fitted there was no spacer added and so sufficient fuel wasn't being "dragged" along the system to the carbs. Of course, one thing led to another and a check round found that the rotoflex suspension was knackered and had to be replaced. I thought that that had been done before during respray etc a while back. Both replaced as I'm told that that it the best way to do things and I was happy to agree. It looks like I also have a spring/shock problem as well but hopefully that will be done in the not-too-distant future. It was later discovered that the car was still misfiring at times when hot, but a new coil has been fitted and all is now sorted and running well. A few more wee jobs were done but I will keep mention of them to a later date as a surprise. Car collected after about 2/3 weeks with all work completed and the "delay" was the arrival of the "surprise" parts that needed fitted before collection. Great run home with no problems

at all. It's a long time since she has run for over an hour without stopping. A big thank you to Gavin (M) for all his time and patience. In view of what I have said above about the GT6 and the help I have received from Gavin, and many others over the years I might add, something that has come to light over Lockdown by Colin (L) and myself, and probably many others. Where are the people 'who can' do this do that, as they appear to be thin on the ground? Colin for example had severe trouble finding a welder/bodyworker, his gearbox expert has retired, and he can't get his engine rebuilt although he did find someone to do a rebore for him just outside Lurgan. I was thinking if we had a database of either club members' skills or experts that we could call on when we need something done - welding, engine work, paint work, panel beating, sandblasting, that sort of thing it would help anyone trying to get work done. I am aware that Colin spent months traipsing around bodyworkers who were all out for a quick Insurance-company pound and couldn't be bothered doing real bodywork. It would be very convenient to have a list of names of people who will do these kinds of jobs. So, if you know anyone in your area or close by who could do these jobs perhaps you could pass on their details to Colin. I appreciate many within the club have some of these skills but would be concerned that they would be inundated with work that they don't want to take on. Clearly, no one would be pressurised to take on work they didn't want to do. Just a few thoughts.

It is with regret that I mention the death of Dave Edwards in a motor cycle accident at the beginning of April. Dave had been a member of the club for several years. Our condolences to his family circle and friends.

On a happier note, congratulations to Alan and Pam (F) on the birth of their granddaughter Isla Elsie - well done to all.

If all goes well with Covid we have a BBQ and short run in North Down on Sat 15th May with Alan and Pam (F) and then our planned weekend away in Enniskillen on 22nd to 24th May. So, keep those dates free. Until we meet again keep safe and well.

Douglas.

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



Notts Peterborough

Notts

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

Tel. 07976 163006

Hi to everyone hope you are well, it's getting closer so fingers crossed from 21st June we can finally meet up again. The club and with government guide line we can be safe and re open up for a meet up and have a pint.

There are some events happening if your interested in booking them we are not organising any so follow the correct website.

Look out for texts and emails from us. Hopefully next year will be better.

26th-27th June is the **Wonderland Classic** car and sports festival which is at **Hoveringham NG14 7JP** entry forms are from www.capriclub2000.co.uk
31st-1st August **Cromford Steam** rally in Derbyshire book again through there website.

Silverstone classic 30th-1st August book through www.silverstoneclassic.com using code **2020CCD006**

13th-15th August is the big international **Triumph and mMG** weekend at three countries show-ground at **Malvern**. Book through the Tssc website www.triumphandmgweekend.com follow the link have your membership number ready or contact Angie at TSSC HQ.

Book ASAP spaces are going fast.

There isn't any gate payments being made because of COVID so please book your tickets to avoid any disappointment.

Camping weekend with our friends in Yorkshire Dalesrun 4th-5th September

Just a few things to get you back on track, looking forward to seeing you all soon.

Nigel @ Di.

Peterborough

www.tssc-peterborough.webs.com

Tel. 01778 560507 / 01780 470358

01778 392629

Well, first off, apologies to anyone that tried to join our April Area Zoom meet only to be told that the meeting hadn't started on time. I was delegated cooking duties on Monday night and totally lost track of time. When I finished, I was horrified to see

that it was already 7:45pm and the meeting was due to start at 7:30pm!

Fortunately, I was able to get connected up pretty quickly and several of you had hung on long enough to join the meeting. In fact, in total, we had a total turnout of 8 which wasn't too bad given the circumstances.

Despite losing Dave and Joe Beardsley to another zoom meet, the rest of us carried on for two full 40-minute sessions and covered all manner of subjects. One of the highlights was of course the draw for the free to enter Peterborough Area spring raffle. Surprisingly, given the free entry, we only had eleven members who entered, making the odds of a win pretty good indeed. The results, as drawn on the night were as follows: in second place, winning a £25.00 voucher to spend in the TSSC Club Shop was Doug Balderson, and in first place, winning a £50.00 voucher to spend in the club shop was Chris Bourne. Congratulations to you both. The club shop actually re-opens on June 21st, but I believe the vouchers can be redeemed online if you want to spend them quickly! I will be in touch very shortly regarding your prizes.

Other points of interest arising from the meeting were as follows: Engine work - Chris Bourne is about to entrust his engine to Ivor Searle Engineers of Soham. He was keen to hear if others had any experience of this company. It then transpired that it is actually this company than remanufacture members' engines for the TSSC.

They do, it seems have a good reputation, so we are all keen to see how Chris gets on with his. Look out for news in a future report.

We also discussed the change in fuel at the pumps from September 2021. This is when standard unleaded petrol will increase its ethanol content to 10%. Whilst lower and zero ethanol fuels will still be available, not all fuel stations will carry both and those that do will no doubt charge for it. In the long run it may well be worth considering a change to ethanol resistant fuel lines sooner rather than later. This is something the club shop can help with as they stock Ethanol-proof fuel pipes made by Gates Barricade, market leading specialists in this area.

Battery Desulfators were also discussed. I have absolutely no knowledge of these but apparently, they can be used, like a battery charger to reduce sulphur deposits that build up on the lead plates of your battery. This can assist charging to full capacity and can extend battery life quite considerably. But do they work? If you have any experience of these let Charlie or I know, and we'll report to the group.



Scotland Central

For those interested, the TSSC AGM date has now been set as **September 12th**. The plan is that this will be a face-to-face meeting at Lubenham (Covid permitting) but the club are also exploring the option of allowing members to dial in on Zoom as well. This sounds like a good idea to me as it will certainly appeal to those who live too far away to be able to attend in person. There will be more news on this in a future report and, I am certain, in the Courier.

'Drive it Day' will have been and gone by the time you read this but if you happened to take part and drove your Triumph somewhere nice did you take any photos? If so, why not email them into the club? They are holding a 'Drive it Day' photo competition. I don't have details but a quick call to the office will no doubt clarify this.

As far as further meetings are concerned, Charlie and I are tentatively looking to organise a drive out to Normanton (Rutland Water) for a picnic. This will hopefully take place late May/early June, once the next restrictions are lifted. There is a café at the Rutland Water Normanton car park, at the very least, takeaway refreshments should be available. This will be the precursor to our first formal Area meet in well over a year when we plan to return to **The Five Horseshoes on Monday July 12th**. Matt has said that realistically he feels this is the first date that he could accommodate us and I feel it is only right that we respect his wishes. Hopefully it will be the first of many regular monthly meets as we return to more normality!

Finally Doug B has kindly submitted some snippets and 'Behind Garage Doors' information again this month. He seems to do this most months and I don't know what we'd do without him! Please if you are doing some work on your Triumph (or other cars) do consider dropping a few sentences to either Charlie or myself.

For now, it's over to Doug:

Grahame Bellamy has another birthday in May - Happy Birthday Grahame. (I think we will all wish to join in in wishing Graham a very happy birthday!)

Brian Lawson is waiting to have a front corner of Anne's MG repaired after a driver delivering a load of logs reversed into it - and revised the looks slightly.

Behind those closed garage doors: Colin has been experiencing a sticking brake caliper on his Spitfire and Dave Beardsley and Grahame Bellamy have waded in to give support and remedy the problem.

Doug has taken advantage of the TR offers from Rimmer Bros and bought some new carpets - now

he's got to get round to fitting them in together with a recently purchased fascia support 'H' bracket. It now has an MOT and he is looking forward to the open roads. A bit of a query - Does anyone know if the yellow battery mats will still absorb and neutralise battery acid once they have been exposed to acid and dried out?

Tools-to-Loan from Doug B

Triumph rear spring lifter - Herald, Vitesse & GT6 TSSC Club supplied front spring compressor

Thanks for that Doug, much appreciated.

Our next area Zoom meet will be on **Monday May 10th at 7:30pm**. As always Charlie will email in advance of the meeting with any news updates and with a link to the Zoom meet. I promise I'll start the next meet on time! See you there.

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

Another great month for the area with lots of activity and several new members joining. New members update Jim has joined and is looking to purchase a herald, 1300 or 1500 in the central belt, if you know of anything please let me know and I will pass on details

Cameron is looking for a good Triumph GT6 MK III and has already been offered a couple of potential car via our Facebook page.

John has shared his MK2 GT6 rebuild project and is swapping stories with Alan on the quality of body panel and how they fit or in Alan case don't fit and need a bit of fettling, Martin has picked up a

TR7 project that was started in 1995 and never finished, Martin is working on the bodywork at present and planning on Bonding all the new panels onto the vehicle, I think this will be a very





Scotland Central Somerset

Scotland Continues

interesting project for Members and will raise lots of challenges and question on the advantages and disadvantage of the various methods of attaching body panels

Please can I remind that we are currently now allow to meet as a club and that we have to follow Scottish Government guidelines on gathering and events, therefore I don't envisage any club activities until July at the earliest, It appears the rules in England are significantly different to Scotland in this area although they still have restrictions, with the threat of £ 10,000 fines for organisers of events that break COVID rules we will be following the Scottish Government guidelines in full,

I have been advised that once the COVID rules have been relaxed that it would be worth your while of exploring the TSSC head office and during the summer they will be displaying several special 1 off triumph car not previously seen,

As an Area we have been asked to assist at the Malvern show for 1 hour and that if each Area does an hour then that the show covered, please can you let me know if you will be attending the show and if you are prepared to assist

Dave

Somerset

e-mail: somersetssc@gmail.com

Tel. 07778 923064

My wife Denise and I took over as area organisers from Maggie and Harry on 4th March following our AGM. We wish to thank both Maggie and Harry for all their good work over the past couple of years and for their help in passing over the reins to us. It has been a long time but as I write this in the beginning of April things have finally started moving and we have booked TSSC Somerset stands at shows in August.

Steam & Vintage Vehicle Rally - Norton Fitzwarren - 7th/8th August 2021

Triumph & MG Weekend - Malvern Showground 13th/14th/15th August 2021

It is good to look forward to start getting back to normal.

But what is "normal"?

Classic car shows and tours are not normal for either of us, or classic Triumphs. Our background is in rallying. I have been competing since about

1980. Denise and I got together in 1991 and then she was co-driving for me for 22 years from 1993 until she retired in 2015 due to back problems. I am still competing, although due to the virus the last event was Wales Rally GB National in October 2019. Forest rallying looks to be returning in Wales from July and in England from October.

The plan was always to get a classic car after I retired from work.

Years ago, I owned a few Triumphs. A Vitesse, a 2000 Estate, a Mk3 Spitfire and I had a new Spitfire 1500 as a company car in 1981. I used to work at a company that was part of BL Special Products Division so I could rent a Spit for £23 a month. I had a Vitesse Mk2 Convertible in 1976 when it was just a car, not a classic. Many will remember the summer in 1976, it was glorious, and I don't think the roof was put up for weeks. The car was in an accident with an electricity pole when the front upright snapped at about 40mph due to the trunnion having seized. I know, I know..... The car was rebuilt using parts from a Herald chassis, new outriggers as the 7-year-old ones on the car were rusted so badly, and a hard top body. I sprayed it Ford Royal Blue and it looked great.

Denise's car history does not include any Triumphs. She had an MG Midget and an ex road rally Mini with twin tanks. Then she bought a cottage and had various cheap cars of whatever 'make' was available at the time and when she met me had cars that could tow the rally car which included three Subaru Estates!!

Having loved owning the Vitesse in my youth it wasn't a difficult decision to want one as a classic car. We met someone on the TSSC stand at Stratford in 2019 who knew someone thinking of selling their Vitesse. One phone call and a week later we had bought one.

The car was in seemingly very good condition. It had been off the road from 1986 till 2013 and had only done about 5000 miles since then. The brakes were useless, the steering was all over the place, but it was absolutely solid underneath which was my main concern and only one or two minor bits of bodywork needed attention but they could wait. The first time I took the car over





North Staffs - West Sussex

60mph the speedo cable broke and the rear hub nut came loose so I do not think it had ever been driven very fast. We did one show at the Bath and West Showground in November 2019 and the Cotswold Classic Tour in September 2020. We have used the car at every opportunity adding over 2000 miles in just over a year of mostly lockdowns.

Well, that is a bit about us, our car history and our Triumphs.

We are currently looking for a new venue to hold our monthly meetings (second Thursday of each month) and will let everyone know when we have somewhere.

As I have said we are both new to this Classic car stuff so please bear with us while we find out feet. Hopefully we will meet some of you soon when we can meet face to face again or at one of the shows later in the year.

Alan & Denise

North Staffs

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Hello All. Hopefully, by the time you read this, we will have moved out of most of the lockdown restrictions and we will be able to all meet up again.

I think it was September last year when a few of us last meet up at Statfold Railway.

They have an event on the 6th of June but due to limited numbers, I believe it sold out quickly, this could be the case with many events this year as there is no doubt a pent-up demand for us all to get out in our cars and meet up.

A gentleman who recently bought a Dolomite from Mathewson's auction (I'm sure many of you have seen Bangers & Cash on the TV) contacted the club looking for help find someone to investigate the excessive noise from the steering when hitting the many potholes in the roads.

I have since advised on a place to take the car and he soon hopes to join the club so I hope his car gets sorted.

I finally got the engine and gearbox back in the car but found I had a large gap between the engine mounts, after a struggle managed to space the engine and blocks so the bolts would go in. All I need now is to find some of the gaskets I bought some time ago, like the rocker cover so I can add some oil to finish the job.

Mathew Stibbs a relatively new member contacted me who has got a Mk3 Spitfire which is an ongoing restoration project (see photos), hopefully, we will see Mathew when the



meetings start again, we have had several new members with Spitfires so their numbers we will soon have a squadron and be flying high!

Just a point about modern cars be thankful that

Triumphs don't have electric hand brakes, I had two go wrong in two days.

I managed to sort one with a second-hand control module the other showing a sensor fault on the drive motor which is in a ridiculous position above the diff and somewhat more expensive than a new hand brake cable.

We had a meeting regarding when it would be possible to open up the area meetings again, it was considered that the government guidelines still need to be followed, and in most cases, it means waiting until at least 17th May when 30 can meet up outside but its most likely be 21st June when the full restrictions should hopefully be lifted.

Let's all hope that the road map becomes a reality.

Cheers

Dave

West Sussex

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As Easter arrived, with glorious weather, all of us in West Sussex were looking forward to getting our classic cars out again.

Although the TSSC has made it clear that normal Area Meetings won't be able to get under way for a while yet, AO Nigel has promised he'll organise a drive out or the like - as rule adhering and socially distanced as necessary - during the summer.

Until then, some cars were already being pressed into use - or at least woken up and prepared - but three have reported issues that may turn out to be related:

- Dominic had trouble starting his Vitesse and found the fuel line was dry. After he fitted a new pump (and got a mouth full of fuel) all was well.

West Sussex Continues

• Interestingly, after standing for a time during the first lockdown, Paula had reported that the diaphragm in the fuel pump of her Spitfire had perished - information that may also be of help to Nigel at some point.....

• Nigel took his Vitesse out for a first run of the year successfully enough, but when he turned into his driveway, it just died. A quick check revealed no fuel

in the clear line filter and even manual pumping brought no fuel through. After a little rest, all seemed well and he and Henrik (accompanied by their considerably better halves) enjoyed their first "outing and airing" to Worthing for beach supper, with hoods down and heaters on

Hopefully that turns out to be the last of the issue, but it does feel like another instance of fuelling problems where fuel pump failure has to be a candidate - that, or some sort of rubbish in the line - and I do wonder whether we may now begin to see a spate of annual spring problems, even for those of us fastidious enough to have changed under bonnet fuel lines, as ethanol attacks diaphragms, tank hoses, etc over the winter!

Seemingly escaping problems, Lawrence was able to take his very smart TR6 on an essential journey to work early in March (pic), while Martin fitted a lovely looking set of "smoothie" wheels to his Vitesse (pic)

But this month, I'm giving most of this report over to David, who - with his beautiful Spitfire IV - joined our group at a couple of our regular monthly meetings at the George and Dragon in 2019 and also turned out to support Ben's annual Classic Vehicle meeting at his pub in



Barns Green that year (for this year's date, see last month's report!).

Although we've not been able to meet up for 18 months now, David got in touch to tell me a bit about his Spitfire IV and the work he's done on it. Although I have to admit that both his car, and the work he's managed to tackle, put my similar car, and me, to shame (made still worse by his even being the same colour now), I'm pleased to bring you his report and pictures:

"I bought my mk4 1300 1971 Spitfire back in 2014 for £350 from a guy in Worthing. It was a non runner and was trailered to my garage in Billingshurst. I spent the next 5



years restoring it on the weekends."

"Obviously the main issue was

rust, and I cut out, and welded in, most of the bottom half of the car. I resprayed it myself and fitted new brakes and bushes and got it running etc etc. I fitted new carpet and seat covers. Finally it was finished in 2019, and I drove my daughter to her end of year prom at her college."



"When I bought the car, it came with a second engine. This was the original engine, and the previous owner had replaced it for some reason. It has sat in the corner of my garage for the past 7 years. Finally during this lockdown, with a bit of furlough time, I began to strip the engine. This is the first time I have ever stripped a complete engine and I was learning as I went! The most obvious issue was there were only 3 pistons in it!"

"I have no idea what happened but there was some damage to the head on cylinder 1 and deep scoring in the bore. I cleaned everything up then measured the bores, pistons, crank journals and camshaft. There was significant wear on everything! I decided



Thames

North Wales - South Wales

it was time to get the experts in. I took the block, head and camshaft to Automotive Machine Services in Ditchling, near Brighton and showed them my engine. I wondered if they would say it was beyond help, too badly worn to repair, but he told me it was bad but they could sort it out. I am currently awaiting a quote."

"They will rebore the cylinders oversize, skim the head, fit inserts into the valve seats, replace the camshaft bearings and polish the crankshaft journals. It's not going to be cheap but I'm looking forward to getting the engine back and rebuilding it with my trusty Haynes manual, and installing it into my Spitfire."

I'm sure you'll agree that's an impressive list of work already - and I look forward to being able to tell you how the engine rebuild goes too!

Keep safe, keep sane - and hopefully we'll see you on the roads of West Sussex soon - and one day, back at an Area Meeting

John

Thames

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A big warm welcome to you all. Hopefully we are back in action with meetings getting back to normal, 1st Thursday's of the month at The Fairmile Inn Cobham from 8pm and 3rd Thursday's of the month at The George Inn, Wraysbury. As we have to book tables please let me know if you wish to attend meetings. Strangely over the past year of lockdown I have been snowed under with work and as a result both of mine and Julie's Triumph's have been safely tucked up in their garages but had no time to work on them.

Our next meeting will be: -

1st Thursday of the month at The Fairmile Inn
@ Cobham

3rd Thursday of the month at The George Inn
@ Wraysbury

Any enquires please call me on 07773632807.

Mickey & Julie

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

North Wales

e-mail: helenahill@btinternet.com

www.wrexhamgandtriumph.co.uk

Tel. 01691 600215

Hello, folks. Another month has flown by, and as we have said before, where is the time going? Our Chester & Wrexham group had another Zoom meeting on Tuesday 2nd March, and although there is not much going on at the moment it is a very good way of keeping in touch. Do not, however, forget about the telephone!

Our classics are still on their trickle chargers, but it does make you wonder how long batteries can survive without use. When we can use the classics again this time Roger must remember to let the over-inflated tyres down:- as mentioned in the March issue he forgot to do this to our Jaguar XJS, and had such a bad ride that he wanted to part with her. All was resolved when he realised what he had done, thank goodness.

Julia is going to have her V.W. Polo re-sprayed, and knows of someone who will be able to do it, Craig Samuels, who used to work at TipTop Garage in Flint. Because of the pandemic, and the circumstances surrounding it, he has decided to set up on his own, and has got a unit in Hawarden. He has got a very good reputation for his work, and Julia will be his first customer, so watch this space!

Well, that is that for now, as we have said before there is not a lot going on, but don't forget that we are still here and you can contact us either by telephone or e-mail. We are looking forward to the time when we can see all of our good friends again, but for now take care and stay safe.

Regards,

Helena and Roger.

South Wales

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Tel. 07802 204068

I genuinely thought I would be scraping the barrel this month for something interesting to report when all of a sudden news from Charlie Drakeford and the Welsh Assembly suddenly allowed us to drive from Welsh border to border, sleep in fields and meet from two households at 2m distance etc. Thank heavens for a bit of normality in whatever

South Wales Continues

form now that a lot of us have an armful of potential liquid freedom.

Easter Sunday was a glorious day and I decided to take the car out for a well needed run and blow some cobwebs from the by now well idle cylinders. Knowing that a favoured meeting point for runs in



the direction of Brecon was the car park at Nantgarw just north of Cardiff I headed in that general direction to see if anything totally unplanned might be going on.

How surprised was I to find Bern and son Jack in a well turned out Green TR4a parked up outside the Two Arches Café and Drive Thru with coffees in hand. Not long after a white Acclaim appeared with John and Mike "The Monmouth Mafia" on board "What were the chances of bumping into them as well" I thought.

The word must have got out because before long Rob and brother Pete had arrived giving Rob's blue Stag, looking all polished up for the occasion of its first run out. Crazy George arrived with his wife Elaine in his new acquisition, Bern's fantastic 13/60 Herald convertible which has made way for a Harley. John appeared in his immaculate MkIV Spit followed by Tony Pontin's equally immaculate MkIV Spitfire both in red. Everyone was reminded of the Social distancing rules as Mike the Cake roared around the corner in Eddy's 13/60 Saloon followed a few minutes later by Eddy in his newly acquired Dolomite Auto on its first run out as well.

According to the rules we can drive to Brecon so we set off, not in convoy but a slightly organised queue of historic Triumphs heading for the same destination on a bright Easter Sunday. Decided to ride shotgun at the back of the group as I needed to get fuel and would catch up if necessary. As planned I stopped and fuelled and got back on the A470 pretty quickly and got on with the job of

catching up on Eddy in the Dolly. Then just beyond Merthyr Tydfil I saw the Dolly in a lay by with Eddy's 13/60 Saloon parked in front with the bonnet up. I pulled in behind to see if I could assist and Mike said the Herald had more or less backfired and died as he came off the last roundabout. I contacted Bern in the TR4a to let them know we



had a problem and we would catch up at the country park at Llangorse Lake near Brecon the unplanned location of a large car park.

Mike, Eddy and I gathered around the Herald engine bay at a safe distance and came to the conclusion that it would be best if Mike did the oily bits and Eddy and I would drink tea and pass words of wisdom and encouragement for his efforts. First up was the fuel pump which was suspect No1. It was concluded that this was sort of working and the in line filter was changed for one Eddy kept in the glove box along with several of Mo's pasties in case of emergencies such as this. The engine started but ran like a tractor. Next was the electricals and a check on timing points gap and the plugs were all changed for good measure. Again the engine started and ran like a tractor.



Due to the distinct lack of fuel filling the fuel filter suspicion went back to the fuel pump and time was marching on.

I let Bern and the rest of the crew know we were not likely to make it and Mike decided to call the AA or Andrews Autos better known as Andrew his father who has rebuilt many a Herald and just happened to have an electric fuel pump all set up for testing Triumph engines. After about an hour Andrew arrived with all the bits to rule out the faulty fuel pump and guess what.



Wessex

The engine started and ran like a tractor.

At his point Eddy just happened to mention that the Accuspark ignition had been removed recently and a new condenser had been fitted from Crumbly Classics. This put a new slant on things and the one component we had not been able to substitute or test was the condenser. The rest of the club were by now passing us on the opposite carriageway and I saw Jack wave at me as Berns TR4a went past with a selection of genuine condensers in boxes NOS in his boot. Fortunately Rob in the Stag doubled back and he and Pete stopped to see if they could lend a hand. If he had distributor spares I knew they would not fit. Rob fortunately had not yet made up his new Stag running spares kit and was carrying his 13/60 bits. I spotted the condenser in his tool box and he very generously donated it to the save Eddy's Herald fund. Andrew soon had the condenser fitted and guess what. The engine started and ran as sweet as the best concours wee Grey Massey Ferguson you ever heard. The boys all toasted the incredible technical capability of China's technical industrial prowess to manufacture a condenser that was a true piece of scrap. What was worse was where it had been purchased from? Socially distanced goodbyes were said and we all got back on the road south.

Well this had been a fortunate meeting of many Triumphs by accident and totally unplanned and by chance, the weather had been great and to be honest those of us in the layby had as much fun as those who made it to Brecon. Thanks to all who took part and big thanks to sticking to our SD rules which made it all possible. Stay safe.

Al

Wessex

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Hello, here we are again. What scintillating facts can I muster up for this months ramblings, not a lot! Still very much in the hands of others. Le Mans Classic has finally been postponed for another year, that leaves Silverstone Classic, watch this space!! Basingstoke Festival of Transport is still intending to go ahead but later than usual, 22nd August, though they did say there was a waiting list, so it could be a trip in a modern car as it is free to look round. It is

not one of the most enjoyable journeys anyway, being mainly motorway.

Classic Cars on the Farm, Cat and Fiddle Pick Your Own Farm, BH23 7DS 10.30 am - 16.00 pm, 13th June, 4th July (American Independence Day flavoured meeting), 1st and 22nd August and 19th September. Classic Cars on The Quay, Christchurch Quay, BH23 1JD, 11.00 am- 17.00 pm 27th June plus 5th and 26th September. Please note that the BCP Council have brought in a new rule which requires that ALL vehicles at "The Quay" have to use an oil drip tray so make sure that you bring one along with you or you will be refused entrance (their rule and not ours)

For selfish reasons, as it is my favourite, I will mention, BPPC in conjunction with Swanage Railway, Friday 10th - Sunday 12th September is still down as going ahead.

As for anything else, no point in printing another long list of events that might or might not happen, I have only mentioned a couple of local events that have a more than even chance of happening. The debate at this moment is whether we are going to have/need Covid passports!

As for a club meeting, this will be a decision made nearer the time and will be weather dependant. If all goes to plan, 17th May is the date, when the outdoor limit will be extended to 30 people, and the Rule of Six will apply indoors.

Keep smiling,

Martin



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

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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





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