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THE COURIER NUMBER 492 JUNE 2021 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 492 JUNE 2021



Single Owner Swiss Triumphs

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 Glead.

John & Pam Griffiths. Leon Guyot.

Pip Flegel. Michael Hancock. John Macartney.

Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.

Frank Spencer. Paul Swanson. Peter Williams.



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THE June 2021

COURIER

Price £3.50 Free to Club Members.

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SINGLE OWNER SWISS TRIUMPHS
FULL STORY ON PAGE 8
PICTURE ROBIN LA BARRE



Editor. Bernard Robinson

e-mail: courier@tssc.org.uk

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NO Word/etc Document attachments please

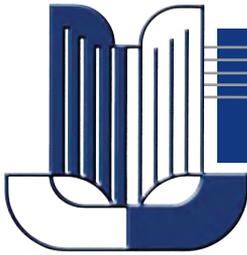
Courier Copy By 8th of Each Month

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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

Privacy Notice: The data controller of personal data of members of the Triumph Sports Six Club is Triumph Sports Six Club Limited. Such personal data is processed in accordance with the Club's Data Protection Policy which details how the Club uses personal data. This Policy is available on the Clubs website and a copy can be obtained from the Club's Headquarters.



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)

£25.50

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

Young Member (Age 17 to 25)

£22.50

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

TSSC MEMBERSHIP ENQUIRIES

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

INSURANCE VALUATION SERVICE -

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

Email Only until 21st June

e-mail Form To:

TSSC Valuation Service

e-mail: courier@tssc.org.uk

Form on Website: www.tssc.org.uk

TSSC INSURANCE PANEL Contact Numbers

FOOTMAN JAMES & CO LTD

Tel: 0333 207 6080 Fax: 0333 207 6104

FJ Breakdown Recovery - 0800 132 278

PETER JAMES LIMITED

Tel: 0121 506 6040 Fax: 0845 2233 020

LANCASTER INSURANCE

Tel: 01480 400763

CLUB SHOP - Mail Order or Local Pick Up only - No entry into Building until 21st June

Telephone first to arrange Pickup.

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TSSC ACCOUNTS

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Main Street, Lubenham, Leics. LE16 9TF

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

TSSC MUSEUM - CLOSED until 21st June

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

TSSC Life Returns.....

As this edition of the Courier drops through the letter box we should be about three weeks away from more Covid restrictions being lifted and normal life another step closer.

The TSSC local area meets are now finally happening again, this is your chance to meet other like minded Triumph/classic car enthusiasts in your county.

If you have never been to your local meet why not give your local area organiser a call before hand, you can find their phone numbers in the Courier, a friendly bunch of ladies and gentlemen who keep the club running on a local level in our 57 local area's they are our unsung heroes.

The TSSC have just restarted face to face insurance valuations via our Area organisers and when TSSC HQ reopens on the 21st June (government guide lines allowing) at HQ as well.

Classic cars especially Triumphs seem to have gone up in value a lot in the last twelve months so please make sure you have an up to date valuation that covers your pride and joy should any thing happen to it.

Whilst the Club HQ has been closed to the public we have been very busy doing a lot of maintenance, replacing windows, moving offices around and more importantly welcoming new vehicles into the showrooms to create new displays for our members to enjoy on a visit to HQ.

When we reopen we will have Four One Off Triumph cars never seen together before, two of the vehicles have never been on display anywhere ever before.

If you have never visited TSSC HQ before, now is the time to come and see what it's all about. I personally feel you will not see more Triumph cars and memorabilia in one place any where else in the world.



In what has been a tough year for everyone, the time is coming to get out and about in your Triumph and enjoy all that the TSSC has to offer, I look forward to seeing you all out and about at events this summer especially at our joint TSSC/TR Register/MG Car Club joint event at the Malvern county show ground, have you bought your ticket yet? There is no gate entry on the days due to Covid so **Pre-booking Only at - <https://shop.tssc.org.uk/category/events>**

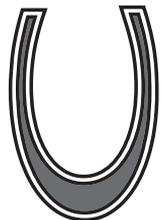
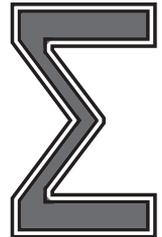
Stay safe, enjoy your Triumph

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

.... **This Month?**



BY CHRIS GUNBY
TSSC CHAIRMAN



EVENTS CALENDAR

e-mail courier@tssc.org.uk

TRIUMPH SPORTS SIX CLUB

TSSC NATIONAL, REGIONAL
& EUROPEAN EVENTS
See also further adverts in Courier

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

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
WEEKEND HAWAIIAN STYLE**
TOP END FARM MK44 2BY
Contact Nigel
nigeljohnhawes@gmail.com

SUN 5 SEPTEMBER 2021
HERTS & BEDS DUXFORD PICNIC
DUXFORD IWM
Contact. Peter lewis
Tel. 01582 750943

SUN 19 SEPTEMBER 2021
STANDARD TRIUMPH PICNIC
WALTON HALL - WARKS
Contact. Martin Johnson-Howe
Tel. 01455 554624

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 June 21st
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 Down-
loads. 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



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 current TSSC membership number and expiry date to validate certificate.

VEHICLE DETAILS - MUST BE COMPLETED

Make & Model	Year	Body Style	Engine Size (cc)	Reg. (UK Date)	Colour	Interior	Exterior	Special Features	Number of Seats	Serviceable (Yes/No)	Marked Value
--------------	------	------------	------------------	----------------	--------	----------	----------	------------------	-----------------	----------------------	--------------

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

Body	Paintwork	Chassis	Engine	Interior	Exterior	Transmission & Suspension	Electrical	Other	Notes
------	-----------	---------	--------	----------	----------	---------------------------	------------	-------	-------

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

CONOURS: The vehicle and its components will be in excellent condition with bodywork/chassis mostly free from rust. The vehicle's components should be free from any latent faults and should work efficiently.

A1+ / 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.

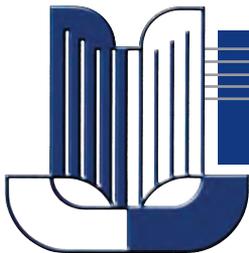
YOU MUST BE A CURRENT TSSC MEMBER OR TSSC VALUATION REVERTS TO 'MARKET VALUE'

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

provided the vehicle and member's valuations are in line with the agreed specifications. See the Club Website for more details on the Club's valuation process.

By the member, a more realistic value will be set and you will be advised accordingly.

In the event of a dispute, the Club's value may require more information or a personal inspection.



NEWS REVIEW

Monthly News of a Triumph Nature



Herald 1200 Press Car 9961 HP at HQ

I am really pleased to tell you all that the TSSC has recently become the permanent custodian



of the 1961 Herald 1200 convertible that was used as the launch press car, 9961HP was seen in Auto car and other period car magazines, lovingly owned by its previous owner for 60 years.

We are very grateful that **Jim Wright** has donated his beautiful car to the TSSC, it is now on display at your HQ.

Chris Gunby
TSSC Chairman



OFFER for June 2021

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Quality Oil Filter (State Car)
Spin on Or Cartridge, WORTH £9.00



INTERNATIONAL LIAISON

JOHN LAY & JESS SMALE

international-liaison@tssc.org.uk

Peak of Perfection

This month we are privileged to bring you reports from two of our Swiss members who have owned their Triumphs from new - so with each owning their beautiful car for over 50 years, they write to tell us a little of their cars, in their own style.

Firstly, **Robin La Barre** - our Swiss Country Contact - tells us of the story of his new Vitesse

"My Vitesse has just celebrated its 50th birthday, but for me it is still new. I purchased it in the UK in 1970 for personal export as soon as I knew that I would be moving to Switzerland, and have run it ever since. The total price amounted to £930 12s 8d. Picture 1 shows the original invoice. Swiss import duty was due only two years after entry into Switzerland. This was calculated on weight, which had not changed much in the two years, and value, which was taken to be 50 % of the new value. All in all, I had to pay the princely sum of CHF 228 in duty, which at the then valid exchange rate, corresponded to £24.95.

Although the essential arrangements had been made in July 1970, strikes delayed delivery until just before Christmas. The vehicle was carefully run in between then and the New Year so that the '1000-mile service' could be per-

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MR. ROBIN PAUL LA BARRE
 ROSE COTTAGE
 STESON
 RR, HUNNATON
 WARES.

INVOICE
 PRO FORMA.
 Ref.: 12/LP/31/SJC/1/95/470
 Date: 18 Nov 190 50276

To	Supplying one Triumph Vitesse Convertible finished in Danson/Black with black vinyl upholstery and complete with equipment as per catalogue specifications current at this date i-			
			£	
			865	.00
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	TONNEAU COVER	9	.13	
	MATCHING MIRRORS	3	.50	
	UNDERSEAL	9	.00	
	SEAT BELTS	6	.50	
	ANTI-RATTLE		.50	
	REGISTRATION	9	.15	
	NUMBER PLATES	2	.50	
	DELIVERY CHARGE	3	.00	
			955	.77
	LESS DEPOSIT PAID	100	.00	
			855	.77
			855	15 6

1. CHASSIS NO. HC 57260 LOV
 ENGINE NO. HC 58000 HE
 REGN NO. VJE 806 J

formed in the first week of 1971.

The first time that the Vitesse was 'opened up' in northern France on the way back to Switzerland, I discovered that the prop shaft was out of balance. This was the only significant guarantee case. When the car was some six months old, a wiring loom fire conclusively proved the validity of the

smoke theory of electricity.

The damage was covered by the insurance.

Clearly, a great advantage of owning a car from new is that you know its history, particularly its accident history. I have been fortunate - the only accident of note occurred when the Vitesse was six weeks old when it was rammed from behind. The damaged rear left

quarter was repaired very professionally. The only repercussion of this shunt materialised about five years later. In reinstalling the petrol tank after the bodywork repair, the plate closing the aperture round the tank drain pipe was installed incorrectly. Over the years, this plate chafed a hole in the underside of the tank, so that the boot became awash with petrol in central France on our way back home from a holiday. We made the 400 km trip back home, the spare tyre was no longer usable and the petrol-laden atmosphere was highly disagreeable. Fortunately, none of us smoke!

I arrived in Switzerland as a bachelor. As things so often work out in life, this changed quite rapidly and, within two years, I was married and in the process acquired a son.

In the early seventies we undertook several camping holidays with the Vitesse, including trips to Greece and Turkey, even into Asia.

By the mid-seventies, the family had grown in numbers and the Vitesse was equipped with a towing hitch to pull a caravan, with which we spent several very enjoyable holidays. The sight of this little convertible pulling a big trailer often drew some amused looks. Occasionally, it had its advantages – the gendarmes in Nîmes took pity on our searching for a parking place and allowed us to park directly in front of the amphitheatre. See picture 2 – apologies for the quality.

The Vitesse was never conceived for towing a weighty trailer



and it basically lacks sufficient mass for real safety (grave danger of the tail wagging the dog in critical situations). Also first gear is rather high for the job. Nevertheless, mine absolved its duty as a 'tractor' very well.

However, by 1977 the Vitesse was becoming decidedly small for the growing family, so a more appropriate vehicle was acquired. It was thus relegated to serving as my 'summer car'. Switzerland has a very advantageous system which permits the running of two cars, whereby tax and insurance cost only little more than for one of the two. The key requirement is that only one of the two vehicles may be on the road at any given time.

It cannot be claimed that my Vitesse has been highly reliable. Right now, it is on its third gearbox and second rear axle. I must say, however, that, although it has suffered two capital failures in the





the points and for the stability of the ignition timing. When it became obligatory to travel always with lights on, the dynamo was replaced with an alternator. It still has the original cylinder head. Recently, I replaced the valve guides and lapped in the valves. No new valve seats were required. After

course of its life, it has not once let me down on the road - I discount running out of petrol, which I ascribe to the driver rather than to the vehicle. The two disastrous failures were an exploding gearbox and a disintegrating differential, both of which happened not 5 meters away from home. Although the gearbox was already unreliable before the advent of the caravan, towing a heavy trailer certainly must have been partly responsible for these defects.

Up to now, though, the engine has held up very well. Here the investment of the £47.50 for the overdrive has most certainly repaid itself many times over - also in reduced fuel costs. After over 200'000 km of not always gentle motoring, the engine has practically zero oil consumption and an oil pressure of over 25 psi at 800 rpm idle when hot.

The Vitesse has been kept more or less standard. I fitted a Magnetric ignition system, to avoid the frequent tedious job of setting

200'000 km of running on lead-free petrol, it never showed any signs of valve-seat recession and the compression figures were always good.

After 50 years, my Vitesse is still quite structurally sound - being retired early and not having been driven in the winter



has helped enormously. The body is far from being in a top state however. In my case, this is the downside of its being a one owner car. I have a certain aversion to doing body work - so, since the car has never changed hands, it has never been tarted up for sale. Pictures 3 and 4 are more recent - don't look too closely at them!

Even in non-corona times, these days the Vitesse covers fewer than 3'000 km per year. It would be good for another 50 years - which is more than can be said for its owner!"

Whereas Robin bought his car in England and drove it to Switzerland, **Robert Hunziker's** GT6 had already made the journey to Switzerland - and the showroom - by the time they first met. This is his story:

How I came to a GT6 MkIII

Born in World War Two, I believe I grew up in a very interesting time.

As a boy I was able to name the brand of a car just by its sound. After the war new techniques became more and more available. I can remember when my mother got her first vacuum cleaner, a "Hoover".

Years later, our first washing machine was from the same company.

I remember when playing in the sand-pit, for the first time in my life I heard and saw the British "Vampire" fighter, at that time the jewel of the Swiss army. At the end of the forties, I accompanied my father to an air show where the world's first passenger jet, the British "Comet", was presented. The climbing ability of this jet was so impressive that my colleagues, who had not attended the event, just did not believe me when I told them what I had seen - which was very frustrating. Nevertheless, as a result of my experience, I was convinced that in technical matters, the United Kingdom was the leading country.

As a keen reader of the Swiss weekly "Sport", which at that time was the only possibility to get information and photos of international sports events, I realised that the centre of motor sport must be the UK. This opinion was confirmed by the successful Jaguar C and D types in Le Mans. Not only British technique was impressive, just as good were their drivers. The victory of Stirling Moss in the "Mille Miglia", with an average speed of 157 km/h, even today is still a miracle for me, considering the condition of the roads and the many spectators along the narrow roads, the thin tyres, and the weak brakes.

Also, the water and land speed world records of Donald Campbell then were highlights for me.

But when modified Triumph Spitfires placed 15th and 13th in the mid sixties

in Le Mans, my desire for a Spitfire became more than a dream. Financially, it would have been possible to buy one, whereas competitors better placed than the Spitfire were completely beyond my reach.



348 / 06 802

EMIL FREY AG

Kunden Nr./No. du client: 100 493 - 0061

Herrn
Robert Hunziker
Seestrasse 399
8708 Männedorf

Rechnung/Facture No. 348 / 06 802

Zürich, 9.8.1971 / Det.Verk./1b

Ihre Bestellung vom: 4.8.1971 / W.S.		348 / 06 802	
Typ/Lauf Nr.:		fabrikneu neuf / 0800008	
Fahrzeug/Véhicule: TRIUMPH GT 6 MK III		Farbe/Couleur: red / black	
Chassis-Nr./No. du châssis: KE 2287 I			
Ihr Preis des Fahrzeuges/Prix du véhicule: fabrikmässig ausgerüstet		Fr. 13 750.--	
Besondere Ausrüstung/Accessoires:			
+ MOX-BUST-Behandlung	Fr. 90.--		
+ 1 Lederlenkrad Z1-6071 mont.	Fr. 190.--		
+ Selbstabnahme	Fr. 10.--	290.--	
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Einfachschwaben, Marke: A-America/ca. 40 000 Km/JHG.2.1970, Véhicule repris, marque: incl. Radio-Tonband / unfallfrei		6 890.--	
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8610 Uster: Conzelpassage Aarbergstrasse 46 Tel. 051/871319	8610 Uster: Spurgasse Zürcherstrasse 97a Tel. 051/871319	Postfach 8071 Zürich Tele. ch. 33300	





the car dealer, the wallet full of bank notes, to take over the red GT6, MkIII. At that time, cash payment was the only possible way of payment when buying a car.

Experience in short

Not surprising, the gearbox is definitely the weakest point of the car. Shifting of the original gearbox was very tough. Unfortunately, just after running out of the guarantee, the box gave up the ghost. A circlip was broken, so the gear wheels were wandering on the shaft. Shifting of the first exchange gearbox was tough too. After approx. 40'000 km the box became terribly noisy. Shifting of

In the meantime, the GT6 had been launched, which came even nearer to my dream. On August 10th, 1971, my wife and I went to

the second exchange gearbox was never a pleasure. The box was worn out after approx. the same distance as its predecessors. Now, with the third exchange box, I cannot complain. Shifting works remarkably precisely and quickly, but naturally





the noise is far away from that of modern cars. The only time when I was stranded with the GT6 was when the capacitor (a Penny piece) failed, so that the car had to be towed off.

Why I still have my GT6

After 50 years of ownership you have a deep affection - a bit as for a child. The beautiful body shape created by Giovanni Michelotti. The exhaust sound of the six cylinder engine, a sound you cannot

get with a modern car.

My enthusiasm I still have when driving.

The excellent parts supply and finally my wife who never agreed to sell the car."

Thank you so much to Robin and to Robert for sharing their stories and for the pictures of their beautiful Triumphs. I'm sure you will agree that they are worthy cover stars of this month's edition of The Courier.

If you think you may have a story to tell of your Triumph, whether in your ownership for 50 years, 50 months or just 50 days, please write to us at international-liaison@tssc.org.uk - we'd love to share it with our readers.

Jess & John

THE TRIUMPH Owners' Club
Proud supporters of the TSSC

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Twenty down and not yet out...

Well, guys n gals, here it is. A milestone. Twenty years I've been writing this Register. Two decades.

Well, that's not strictly true - I started off in the GT6 Register, but as I always seemed to be doing more work on Heralds than my GT6, it seemed a logical sidestep when the Herald vacancy came up.

I think I was really fed up having to repeatedly apologise for using Herald photos to illustrate my GT6 articles!

I replaced **Mike Scott** as GT6 Register Secretary in June 2001; I was talked into the position by a great mate, **Norman Edmond**, by his reasoning that even if I was still learning the greater part of the technical side of things he would help me with the deeper mechanical questions. Sadly Norman passed away unexpectedly in September 2003, and there's hardly a day goes by that I don't miss him and his help in the garage.

I always seemed to be doing more work on Heralds, though - not surprising when I think that I've had a dozen of those over the years, but only two GT6, so a sideways shuffle into the Herald Register in 2011 when Rob Newton-Allen vacated the seat was to me, a logical step.

Heralds have come and gone over the years; in addition to



Pic 1.

the two 1200 Estates and 1200 convertible I have now (all in bits, too...) I remember 4323HJ, my 948 coupe ([pic 1](#)); FEB 118 D, a 1200 convertible with the saggiest rear end that I've ever seen



Pic 2.

requiring three inches of shims on the chassis, ([pic 2](#)) OIW 4616 the 1200 saloon with the perpetual plume of blue smoke behind it ([pic 3](#)) and LDD 503 E, the 1200 estate that I bought in Birmingham as a donor car for my own estate and which turned out to be even more rotten than the Herald it was intended to re-



Pic.3.

straps, but the oil is a slightly different kettle of fish...

Sometimes you're much better off doing it yourself, and what better, for a twenty-year anniversary article, than some true Blue-Peter-style Herald-owner modification?

Forum poster Gav (posting as Trigolf) asked why the re-

place, but still made it all the way from Bangor to Enniskillen under its' own steam before being broken for spares.

I've learned so much over the years, I'm still learning every day and still making mistakes, but I've had some great correspondence, and met some tremendous people with some amazing cars. To quote **Bilbo Baggins**: *"I know less than half of you half as well as I should like, and I like less than half of you half as well as you deserve."* You can't ask for more than that. Once you've worked it out, of course.

I realised I'd hit the pinnacle of success when I found one of my articles for sale on eBay... but came down to earth again when it got no bids at all.

Things have certainly changed in twenty years; at the start it was all alternator conversions and drums to discs, now we

want to wire in USB chargers and fit retro-look MP3 players. We've lost more than a few suppliers and those that remain no longer seem to offer the wide range of products they used to; many repair sections and panels, for example, are no longer obtainable, and the quality of many repro parts is woeful. You can no longer walk into your local Autosparses shop and buy replacement parts off the shelf - just this morning I was unable to find GL4 gearbox oil or one-size-fits-all exhaust hanging straps. I can make my own



Pic 4.

placement pattern sidelight backplates which he had bought (pic 4) did not have the metal divider between the indicator and sidelight sections, as per the originals (pic 5)?



Pic.5.

It's a valid point; and of course we asked: why was it there in the first place? Obviously to prevent light overspill from one side to the other, perhaps the indicator was being overshadowed by the sidelight at

which is achieved with a good sealant after the corners have been angled for a more professional look.

As good as the original (pic 8), and the rest of the tin goes in the recycling. Nice metal, that... wonder if it will work on rear bulb reflectors too?

So: twenty years on, thanks to everyone who has kept me going over the years with help, advice, photos of some great cars, and of course the gang on the TSSC Forum. If you've never been, have a look. It's worth it. If you've got a problem, ask a question, and we'll fight over who can reply most quickly. I found another Classic Car forum re-



Pic.6.

Pic.8.

dusk and not visible to oncoming traffic, but in any case is it really required these days?

Of course, me being me: if it used to be there, but isn't anymore, and you want one, and no-one supplies, can you make one? The hardest part of the entire operation was finding the correct metal; reflective, rust-proof, and malleable enough to be easily cut and shaped with no appreciable weight.

Step up Mister Cadbury - the base of that 500g Chocolate Powder tin is perfect, and if cut carefully I can use the curve to great effect (pic 6). A good pair of snips does the job, and once at the



Pic.7.



cently quite by accident, and replied to a query on Heralds before realising that it had originally been posted in 2013, and never received one reply in eight years...

Makes ours look positively frantic!

2021 is looking up, Lockdown seems to be ending and the show season starting up again. Here's to seeing a few Heralds on the road... maybe even one of mine?

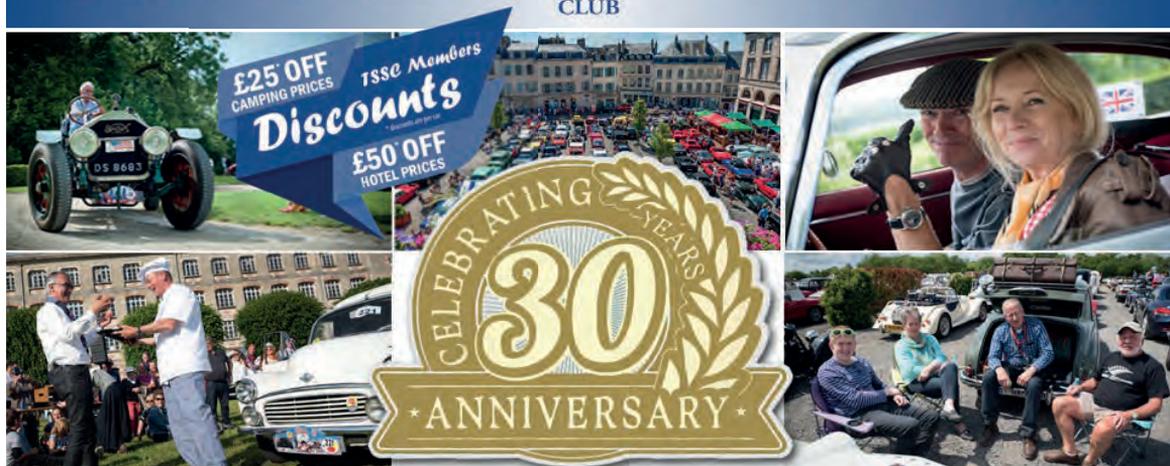
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correct profile a quick trip to the vice gives me a 90 degree foot for attachment to the baseplate (pic 7),
16

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Stud Upgrade

Apologies for no article last month, a lack of time and inspiration resulted in.....well, nothing. This month I'm going to republish an article I wrote back in 2016.

I can't remember if I sent this into Bern at the time, but it's a topic that comes up regularly so is hopefully of interest. This and other useful articles can be found at <http://www.tssc-devon.org.uk/technical.html>

Wheel Stud Upgrade

The wheel studs on the small chassis Triumphs are pretty marginal at the best of times, at just 3/8" it doesn't take much for them to let go when you don't want to. Especially likely if you have fitted alloys and/or wider tyres, all add to the strain on the short, thin threads.

There are various alternative wheel stud options, but a quick Google and I soon found reference to those fitted on the Freelander to be a good option, an M12 thread so substantially bigger than the originals and around 50% longer.

So another quick search for **Part No. CLP9037L** and I had a wide choice of suppliers, but I ended up using www.paddockspares.com, apart from being the cheapest on the web, they had the correct beveled head allowing them to be a straight swap. **Pic 1** shows the difference in size, the Herald ones look tiny in comparison.

Anyone that has replaced



wheel studs before will know that new original ones can be removed and refitted without dismantling the hubs, unfortunately that's not the case with these ones due to their length, so if you're thinking of doing it set yourself a morning aside.

The fronts are pretty simple, I'll assume you know how to remove and refit the disc & hub (if not refer to your WSM), then undo the 4 bolts securing the brake disc to the hub and separate. The old studs should come out pretty easy, either use a press if available or some firm but not overly hard taps with a hammer should see them drop out, whichever method you use be careful not to bend the hub. If they are reluctant use penetrating oil and/or heat to encourage them. Insert the new studs, press in or pull in using washers or something else as a spacer and a nut (**Pic 2 & 3**).

The rears are a little trickier as separating





the hub is impossible unless you have the correct tool. If you do have a suitable puller then great, but if like me you don't then all is not lost! Slacken off



the adjuster and remove the drum and brake shoes. I drilled out a $\frac{3}{4}$ " access hole in the back plate and fed the stud through, then pulled the stud into place using spare M12 nut and oversized nut as a spacer. I then used a blanking grommet to

close off the hole in the back plate (Pics 4 & 5).

As these studs are considerably longer, if using closed type nuts, do ensure they are not bottoming out otherwise your wheels won't be tight!

Other News

In my last article I mentioned that I'd just received my seat refurb kit for my Spitfire MK4, these went together quite nicely and they are



now fitted (Pic 6).

The car is complete (Pic 7), though I still



haven't driven it on the road. I got my agreed valuation (thanks Bern!), insured it, then went to find the V5 so I could tax it, only to find the taxation class was still showing as 'Private Light Goods'....I never got round to changing it.

So the V5 had to go off to the DVLA to be corrected, but 5 weeks on there's still no sign of it.

In those 5 weeks the car seems to have developed a misfire, which a new distributor with electronic ignition didn't cure. Swapping out the distributor cap and rotor arm made no difference either, so I await the delivery of a new

high output coil in the hope that will cure the problem. The old distributor I took off was converted to electronic ignition, but I'm sure (as I can be) this isn't the issue, so please don't write to me to say that I should go back to points and condenser, that won't be happening.

I also mentioned last month that I was doing some paintwork on a Land Rover Defender owned by Simon Whenmouth, a local Triumph Stag owner. This turned out to be quite a large job as I ended up having to repaint most of the exterior, weld in a repair panel to the driver's door frame, strip and repaint the winch, wire in the heated windscreen and heated seats, and repair and repaint a very rusty roll over cage. The end result was pretty good (Pics 8 & 9), bit of a shame for Simon that he was only getting the work done so it could be sold.

My Herald sits in the garage looking a little forlorn I'm afraid, I've had no time to spend on her, but I do plan to do something this week so hopefully I can bring you some news soon.

That's all from me, so see you next month.



Darren



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PRACTICAL CLASSICS JUNE 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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Spitfire Mk 1/2/3

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Strange Looking Spitfire?

An email arrived at TSSC HQ recently from Gary Smithson and Bern kindly sent it on to me, the subject vehicle being a – slightly modified – Triumph Spitfire 4.

“Being a regular reader of The Courier I thought your readers may be interested in a Triumph Spitfire I once owned.

The year was 1975, I was 19 and was after making the transition from motorcycle to car after passing my test.

I had about £80 and was searching through the local ads for a cheap car when I spotted an advertisement for a 1962 Triumph Spitfire for £140 which was out of my price range but after a conversation with my dear mum, she agreed to lend me the shortfall, so after a quick phone call we were on our way to a terraced house Blackburn Lancashire.

It was a strange looking car, not like any Spitfire I'd ever seen, it had a look that you either liked or hated, the bonnet had been lifted and a flat piece fabricated on the front, the chap informed me it was to accommodate the larger Vitesse 1600 6 cylinder engine, after a 10 minute run around the streets, I decided I had to have it, we negotiated the price at £120, and agreed to pick it up the next day when I had got it insured.

I won't go in to the problems I had as a 19 year old trying to

insure a sports car with a bigger engine, however I did just about manage it, the next evening I was driving my girlfriend eagerly



around the town with the top down on a dark, freezing, foggy November evening as most young lads would do with their first car.

It was very fast, but being a 13 year old car I drove it at a reasonable speed to give it longevity, apart from cornering, I think it should have had 155x13 tyres, but the 165x13 revolution alloys along with extra width spacers fitted, meant that it had the cornering ability of a go kart, one memorable tussle with one of the



fast Escorts of the day springs to mind on a bendy country road. It had wire grids cut into the top and on the front of the bonnet



to help cooling but would still overheat in slow moving traffic on hot days, this happened on a trip to Cornwall in the long hot summer of 1976 with my girlfriend who I went on the marry. In those days Cornwall took ages as the traffic slowly snaked off the motorway at Exeter, knowing this I replaced the seats especially for the journey with a pair from a scrapped Rover 2000, as my best friend had one and they were so comfy, the existing aircraft seats fitted had no springs. The summer of '76 is known as the long hot summer and I recall not putting the top up for 6 weeks. I got to know what it would be like to live in California, there's something special about coming out of your front door on a sunny morning and walking towards your waiting sports car which has the top already down because the forecast is dry and sunny.

My girlfriend bought me an 8 track stereo and the speakers I pinched from our stereo player in the lounge, then it was a must to drive through town treating the local shoppers to the sounds of Bowie, T. Rex, Rod Stewart and Barry White.

The time came eventually to think about upgrading after 2 years of much pleasure, and for my 21st birthday I treated myself to a 1967 MGB roadster in very good condition. I sold the Spitfire and think, but I'm not totally sure, the next owner had a problem with it and decided to scrap it and sell the plate as the plate was worth a similar amount to the car, however I still regard this car as the best car I ever

owned because of all the special memories, especially in the summer it gave me and my girlfriend."

If you've read these pages previously you'll know that I'm no fan of extreme modifications but, in this case, the story outweighs whatever the previous owner did to the car, and Gary enjoyed using it, and it just made me smile.

As I always do I had to check the car out on the DVLA website and found that (probably unsurprisingly given it's such an eye catching number) the number plate, 4000 TE does still exist, the vehicle being described as a 1962 1598cc orange Triumph TR Sports which was taxed up to 2016, and the MoT history specifying that it's a TR3 open top sports – the only question being does

the TR3 have a 1600cc engine – or should that have been amended on DVLA's records?

I remember the summer of 1976 well, having just returned from Mauritius as my dad had been posted there with the Navy, and wondering what everyone was fussing about with the heat, as it was no more than I'd experienced for the previous 2 years! I can imagine it being the ideal time to have a convertible, even though I wasn't yet even thinking about driving myself, and would hardly have ever considered at that time that I might one day have one - or more - myself.

And finally, thinking of modifications to standard vehicles, I thought – for no other reason than I like it – I'd



share this modified bicycle with you I found online a while ago.

PS Guy said that many, many years ago, in around 1980 he recalls buying a 1600 Vitesse engine out of an early Spitfire, to go in a 2 Litre Bond his father had, but he does not recall the car having that registration.

The engine replaced a 2.5 PI so it was a bit of a change to the performance although the fuel consumption improved significantly!

Suzie

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Door hinges 607824	£28.00 each
Boot hinges	£43.50 pair
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Caliper repair kit inc pistons type 12	£25.00
Caliper repair kit inc pistons type 14	£22.50
Caliper repair kit inc pistons type 16P/16PB	£32.50
Recon exchange caliper type 12	£55.00
Recon exchange caliper type 14	£48.00
Recon exchange caliper type 16P/16PB	£62.50
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HT lead set (early) GHT 167	£12.00
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Front suspension strait gaiter UKC4981	£9.50
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Upper steering joint UKC2449	£45.00
Lower steering shaft TKC1084	£47.50
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKCS509	£25.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Recon exchange brake caliper	£50.00
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Rear lamp panel 716182	£275.00
Rear valance 908970	£115.00
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Boot lid 911327	£650.00
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Stub axle UKC697	£28.50
Recon steering rack exchange	£96.00
Track rod end GSJ158	£9.60
Steering joint 142140/FAM1718	£30.00
Steering lock 216449/UKC2719	£85.00
Fibreglass Gearbox Tunnel Cover	£42.50
Gearbox exchange	£425.00
Recon exchange D Type O/D Mk IV	£450.00
Recon exchange J Type O/D Mk IV	£450.00
Recon exchange J Type O/D 1500	£450.00
Recon Exchange Diff	£450.00
Recon Exchange Diff (NCW&P)	£550.00
Rear wheel bearing kit GHK1029	£14.50
Early/Late rear drive shaft	£92.50

Recon exchange drive shaft assembly	£225.00
Rear shock absorber GSA385	£118.00
Rear leaf spring 159640	£120.00
Recon exchange brake caliper type 14	£45.00
Brake disc 208715	£13.50
Brake disc 208715 Drilled/Grooved	£42.50 pair
Caliper repair kit inc pistons type 14	£20.50
Handbrake front cable 121766	£5.00
Handbrake cable end fork 104749	£3.00
Rear wheel brake cylinder - 7 dia GWC1110	£12.50
Rear brake lever 123135	£6.50
Brake shoe set GBS749	£12.00
Clutch slave cylinder GSY103	£35.00
Clutch kit GCK160	£77.50
New distributor 1500 (exchange)	£59.00
Recon distributor 1500 (exchange)	£60.00
Distributor cap Mk IV	£6.00
HT lead set	£8.00
Recon starter motor (exchange)	£60.00
Wiper motor (new)	£45.00
Universal joint with grease nipple	£9.50
Dash top cover 815281	£60.00
Seat cover set, brown houndstooth material	£180.00
Gearbox tunnel retaining plate 808383	£1.80
Wheel arch to bulkhead seal 613666	£3.00
Inertia seat belts less warning light wire	£85.00 pair
Inertia seat belts less sensor OE	£95.00 pair
Inertia seat belts less warning light wire Red	£85.00 pair

GT6

Bonnet assembly Mk II 908116 less tubes	£1,500.00
Bonnet assembly Mk III 913786	£1,560.00
Front wings Mk II 908113/4	£150.00
Front wings Mk I 907154/5	£120.00
R/H front overrider Mk I 710717	£42.50
Boot floor carpet Mk I/II 810841	£36.00
Main carpet early Mk III new tan 819813	£36.00
Main carpet late Mk III new tan 822633	£36.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£96.00
Seat belts	£85.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£42.50
Gearbox (exchange)	£425.00
Recon exchange D Type O/D	£450.00
Clutch kit	£80.00
Front suspension vertical link	£145.00
Front shock absorbers	£20.00
Track rod ends	£9.50
Rotoflex coupling 152273	£39.50
Rotoflex bush kit inc tubes per side	£37.50
Brake shoe Mk I/II/III rotoflex GBS750	£19.50
Brake shoe non rotoflex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£12.00
HT lead set	£12.50

TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6	£300.00
Mk I front panel (nose cone) 903258	£125.00
Mk II headlamp panel 575894/ZKC1972	£96.00
Mk II bonnet 910507	£190.00
Mk II rear lamp panel 910509	£180.00

Mk II boot reinforcement panel 910505	£60.00
Bonnet seal 613894	£12.50
Rear centre bumper (estate) plain 576530	£150.00
Rear centre bumper (estate) for insert 917813	£150.00
Rear quarter bumper (saloon) plain 910158 LH	£96.00
Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824479	£36.00
Interior door knob 615888	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior front handle ZKC 701711	£20.50
Boot carpet 728551	£35.00
Late Mk I 2000 steering wheel 307493	£25.00
Recon manual steering rack (exchange)	£96.00
Gearbox (exchange)	£450.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£12.50
Clutch kit	£80.00
Recon (exchange) water pump GWP201	£29.50
Rear wheel bearing kit	£19.50
Rear shock absorber	£20.00
Recon exchange brake caliper	£65.00
Brake shoes Mk I (axle set)	£39.50
Brake shoes Mk II (axle set) GBS803	£19.50
Rear wheel cylinder GWC1205	£17.50
2.5PI Roystyle Wheel trims	£125.00 set

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Toledo Static Seat Belts O.E	£35.00 pair
Rear underriider XKC 83/84	£48.50 pair
Rear lamp assembly 1300 F.W.D. 211874	£37.50
Dolomite Rear lamp assembly R/H TKC938	£52.50
Head lamp assembly 1300/1500 Dolo (square)	£105.00
Headlamp bowl 1300/1500 Dolo (Square)	£28.50
Rear screen rubber 913937	£47.50
Recon windscreen wiper motor (exchange)	£45.00
Dolomite 1300/1500 new exchange distributor	£59.00
Dolomite 1300/1500 recon exch distributor	£47.50
Dolomite Sprint recon exch distributor early/Late	£160.00
Set of HT leads 1300/1500	£8.00
Set of Sprint H.T. leads	£59.50
Set of HT leads 18.50	£12.00
Distributor cap 1300/1500 GDC136	£4.75
Oil filter 1300/1500 GFE119/150	£5.00
Sprint gearbox (exchange)	£450.00
Sprint clutch kit	£80.00
Gearbox exchange 1300/1500/18/50	£425.00
Gearbox exchange 18.50/3 rail	£425.00
C/V joint 1500 F.W.D. 518033/UKC 1160	£87.50
Front subframe mounting cup washer 138626	£7.50
Recon steering rack (exchange)	£96.00
Track rod end	£9.60
Upper steering column joint 157659	£48.00
Lower steering column joint FAM1718	£30.00
Front/Rear shock absorber (Dolo)	£35.00
Toledo front shock/spring assembly	£48.50
Front lower ball joint GSJ135/RH	£75.00
Anti-roll bar mount bracket 154868	£7.50
Anti-roll bar mount bracket 153669	£12.00
Dolo recon exchange caliper	£60.00
Brake pads Dolo/Toledo	£19.00
Brake pads Sprint	£24.50
Dolo 1500/18-50 brake shoes GBS746	£20.00
Dolo 1500/18-50 wheel cylinder GWC1502	£18.00
Sprint wheel cylinder GWC1121	£18.00
Tank sender 1500HL/1850HL/Sprint 215652	£45.00

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Front struts—Stag, 2000, TR7 - Drive shafts - TR6, Stag, 2000.

Manufacturers Part No. used for reference only

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Gearbox/Overdrive Rebuild

First of all, apologies to Michael Todd and those expecting an update on his GT6/Spitfire, I ran out of time with various work and personal commitments so hopefully this will now appear in next months Courier magazine.

Instead an update on Andy Horton's request for commission plate manufacture information, he wrote to me over a month ago and due to one thing and another I have been very slow getting back to him, apologies Andy. His question was;

1979 Commission Plate change.....



main dealers , it appears they are totally ignorant of the two different types.

So basically, as far as I've managed to discover..... the first plate with the wording on Triumph motors ran to around 1979, and then for a very short time, the wording was changed to BL Cars Ltd, before they moved on to the final style chassis plate on the very late cars.



I've got two 1979 cars and I've been trying to track down replacement commission plates, as the originals are extremely tatty as you can see.

I've attached two photos and you'll see that the only one available from retailers appears to be the one with Triumph showing as the manufacturer. In fact, despite enquires with the

So my question is...does anyone know the exact dates the wording changed on, before they went to the final variation of chassis plate.

As far as I've been able to ascertain, it was probably only for a very limited time around 1979 to 1980.

It's a very small , but important factor when you are trying to restore a car to its original specification. Unfortunately, the so called specialist retailers are very lacking in knowledge on these cars. So I'm hopeful that

someone at the club may be able to assist me (I am a member by the way).

It is kind of ironic that I've ended up with two 1979 cars, both with this same issue!

Regards,

Andy'

My request for anyone owning a 1979 Triumph Spitfire to send details of their commission plate yielded just three replies, but enough to perhaps to answer Andy's question!

- FH130463 ? 1979 - TRIUMPH MOTORS BRITISH LEYLAND
- FH131329 1ST MARCH 1979 - BL CARS LTD

- FH131525 ? 1979 - BL CARS LTD (Andy's)
- FH133725 1ST DEC 1979 - BL CARS LTD

As you can see Andy's commission number falls between two BL CARS Ltd style plates, but if there are any more '79 owners out there that can provide their details it may point to which month the manufacturers name changed, please let me know.

On a similar topic, **Edmund Helson** wrote to me for information on his wife's/sons car;

What's my car?

'My wife (Mary Helson) bought a Triumph Spitfire 1500 last August, to share with our son. She is a member of the TSSC.

I'd like to find out about the car's history, and wondered if it was known to the Club before our ownership.

The milometer reads around 4000 miles, so the speedometer must have been replaced at some point. Do you know whether I can get past readings from old MoTs, presumably from DVLA/DVSA?

It is in too good condition to be original. What are the particular points that would tell me whether it has been restored in the past?'

The speedometer may be correct, it just may be on it's second 'lap', as is mine.

Looking on the DVLA check-mot service I can see its only been driven approximately 110 miles between 2019 and 2020, and it shows no test information prior to that, which I assume is because it was SORN up to 2019 - if I look at my MOT history it starts 2016 which is when I un-SORned and MOT'd it after a long layed up period. It's difficult to see

how to get any info prior to this other than putting a request in the courier for any known information/previous owners - which I'm happy to do. (Consider it done - can anybody help?)

In terms of what to look for for previous restoration work, well that could be quite a long list but I'll try and list the main things I would be looking for.

- Overspray on window seal rubbers
- Badly fitting panels (unless done by a very good restoration shop) or repairs to;
 - **front wings/arches**
 - **rear quarters**
 - **boot floor**
 - **sills**
 - **bonnet hinge boxes**

Particular look at door, bonnet and boot lid gaps for accident damage or bad repair/restoration work. Rub your hand over the surface and use a magnet if you suspect filler.

I'd expect quite a few mechanicals to have been replaced as a matter of course and wouldn't be too concerned, in fact it would show someone had at least attempted some form of maintenance;

- **Trunnions**
- **Wheel bearings**
- **Propshaft/propshaft UJ's**

The differential may be a bit noisy/whiney but as long as it's not knocking I wouldn't worry about (assuming you can live with the noise). Engine could be 'tappety' on start up but as long as that quickly quietsens when it warms up again I wouldn't worry. If you check the tappet gaps ensure you don't make them too tight an



interference with the feeler gauge. Carry out a compression check if you or someone you know has a compression tester, that will give you a reasonable clue as to the general health of the engine. Carry out the usual checks, change or check if the oil is 'clean' and the coolant 'clear' (uncontaminated), plugs are correctly gapped and are a nice colour (light brown), there's no 'pinking' on hard acceleration etc. There shouldn't be any 'heavy' knocking noises from the engine.

Check the discs/pads and drums/shoes for wear. Check the steering rack for excessive play, just wiggle the wheel and see if you can feel any slack or knocking. Jack the front of the vehicle up and check for wheel bearing play by pushing top and bottom and left to right, rotate the wheel and try it again (there should be a very



engine number. Is it possible to check whether the engine is original to the car? If so, how can I check?'

On the commission plate the number **FH114160** appears to be correct with the FH signifying its a MKIV or 1500 and the number itself falling nicely between FH105734 (1978) and FH133501(1979). The Paint code '**19**' suggests it was white originally!
Perhaps you can confirm?

small amount - just detectable - in which case leave it) and check the track rod/ball joint for play, push and pull against the steering rod at the road wheel. I would expect all of the above to have been changed at some point over the last 40 years and could well be due a change again depending on usage.



Edmund later sent me some pictures of his car and further explained;

'Since I first emailed you I have managed to contact the 3rd owner of the car (we're the fifth) who told me some of its history. It seems that it started life as a demonstrator, presumably in Edinburgh where it was registered, before being sold to its 2nd owner. He used it only sparingly before, in the late 1990s, it passed to the proprietor of a garage in West Malling which specialised in restoring Morris Minors. This man told me that although the chassis and engine were then in good condition, parts of the bodywork were not. He therefore fitted panels from a donor car (specifically the bonnet and doors) to make one good vehicle. I imagine this explains why there is no lettering on the bonnet; also, while there are three tonneau studs on the driver's door, there are none on the passenger's.

Are you able to shed light on the identification plates on the car?

I attach photos of them, including the



The **C11** suggests it was originally black interior. The engine

number **FM112193HF** appears to be correct with FM signifying a 1492cc (Spitfire 1500) engine.

The **E11** refers to the emission standard and the **E2** the glass standard.

Hope that helps Edmund? Thanks for the pictures, it looks good in red!

Anyway, that's all for this month, please keep your questions and articles coming in, apologies if I'm a little slow getting back to you but please 'prod' me if I am. I'll do my best to reply as soon as possible.

Stay safe.

Steve





Readers Write

e-mail: courier@tssc.org.uk

Teams at the Birkett

Bernard,

Andy Cook's GT6 column in the May Courier raised some ghosts for me, memories of Team TSSC at the Birkett in the 90s, a whole file of memories in fact that extends to the next year's Birkett and later to the Spitfire Squadron team. The TT followed an earlier attempt, when Mark Field asked me to be the team manager, as he wanted to race, and we entered as the "Ever Hopefuls"!

In 1997, I persuaded Richard Simpson, then a motorsport correspondent for the Daily Telegraph, to come and document our expected Triumph. Sad to say, the result was almost as ignominious as in 1996, but we still made a half page article ("Racing on a



TeamTSSC

At the Birkett Six Hour Relay Race, 25th October 1997

shoestring and a prayer!") in the DT's then Motoring section! The Spitfire Squadron I inherited from the Hadfields, after the 'Team' collapsed.

We entered the Squadron in 2006, 2007 and 2008, but my drivers became disenchanted with the attitudes of many 'modern' drivers, and after that I couldn't raise a team.

John Davies

I am hoping to publish the above in a future Courier as John has kindly now supplied the transcript.

Bern, ED

Teams at the Birkett - 2

Bernard,

The article by **Andy Cook** concerning the 1996 Birkett relay needs correcting.

There was another Triumph team entered in that event. Team A **Class Act** consisted of myself (Paul Lucas) **Kevin Ginger & John Sadler** driving Spitfire 1300s and **Dave Broadway** driving an **mg midget**. all regulars in the 750 MC Roadsports Championship thus well known to the organisers and handicapped ac-

cordingly! finishing 22 overall and 3 class A (up to 1600cc) we won class A on handicap.

The midget engine broke as it took the flag but that's an A series for you.

Just to boost that year, I won the Roadsports class A and was 2nd overall, losing by 1 point to a very well driven Caterham 7. Triumph Spitfires dominated class A at that time.

All the best



Kevin Ginger (Left) and I discuss tactics Pic Jon Wolfe

Paul Lucas

Vitesse 1600, Mk 1&2

DAVE RUMENS vitesse@tssc.org.uk

Was the Vitesse a Rally Car?

Hello everybody once again. So why didn't the Vitesse 6 make a good rally car when it was introduced in 1962? Well we need to look back. Just how did it fit with other cars and what market was it aimed at?

When the Vitesse 6 was launched in May 1962 to most people a car was a luxury so economy was the major requirement. Economy meant a small car with a 4-cylinder engine and generally no greater than 1.2 litre in capacity. This approach made the car cheaper to produce, run and repair. Compared with these cars the Vitesse, with 1.6 litre 6-cylinder engine and more luxurious interior, was aimed at the then sports saloon market. When the Vitesse was being developed in the early 1960's it's likely



Pic.2.



Pic.1.



Pic.3.

competitors were the Sunbeam Rapier (Picture 1 & 2) and Riley 1.5 (Picture 3). Both had successful rally careers in the 1950's, but were heavy and beginning to show their age. They, like the Vitesse, had more luxurious trim as well as good performance. The Vitesse fitted very nicely into this market and all three had what might be called an old English charm about them. However, within a year of the introduction of the Vitesse things had changed with sports saloons and the rally scene.

In early 1960's both BMC and Ford had their eye on saloon car motor sport as a way to promote their



Pic.4.

products. The way they went forward with the

idea was to develop their rally cars for motor sport first and then deal with production after. The cars were the Mini Cooper S (Picture 4), the Cortina GT



Pic.5.



Pic.6.

and Lotus Cortina (Pictures 5 & 6). Both were of a much light construction than the Sunbeam Rapier and Riley 1.5 and what's more the Mini Cooper S was developed by Cooper for BMC and the Lotus Cortina by Lotus for Ford. Both were leaders in motor sport at the time. No old English charm about these cars. The Vitesse 6 on the other hand had been designed for normal road use, without any thoughts of using it for motor sport.

The very thing that made the Vitesse 6 unique, its 6-cylinder engine, was one of the areas that made it less competitive because it was heavier than its 4-cylinder counterpart. The use of a shorter cylinder head made the engine itself difficult to tune. Also, both the gearbox and diff, though adequate for normal driving, would require strengthening for rally use. This meant that if the Vitesse was

to compete with the rally Mini's and Cortina's Standard Triumph would have to invest money they didn't have, in developing the Vitesse into an effective rally car. Standard Triumph's competition team didn't have the funds and what they did have was spent very effectively on the TRs and the Spitfires.

However, due to the original concept, the Vitesse 6 (Picture 7) had more going for it than just out and out performance. Built on a chassis, wood capping on the doors, a wooden dash, thick carpet on the floor, an overdrive option and the refinement of a 6-cylinder twin carburettor engine. In both convertible and saloon form. You were buying a piece of British heritage with modern styling, a package only normally available from more prestigious car manufacturers. For normal road use the performance of the Vitesse 6 was very good and it could cover a long cross county run in a very credible time. The average top speed at that time for a saloon of the same size was 75 mph, whereas the Vitesse 6 could top 88 mph. Couple this with the up-market feel of the car meant that there were customers ready to buy.

Over the coming years various changes have been made to keep up with the other manufacturers. In 1963 additional instruments were



Pic.7.

fitted in the form of a tachometer, separate fuel gauge and a temperature gauge. In 1965 the original Solex Carburettor arrangement was replaced with an entirely new set-up using Stromberg and revised inlet manifold. This resulted in a welcome improvement in performance as the top speed was raised to

92 and the zero to 80 was reduced by 13 seconds. But, by this time further changes were planned to keep up with the other car manufacturers.

In 1966 the 2 litre engine was fitted with a revised gearbox, differential and seats. (Picture 8) The Vitesse was earning a reputation as a quality car



Pic.8.

for the discerning owner. Even when new it had the classic qualities of cars produced years before and the thought of a car of that size fitted with a 2 litre engine regenerated a wider interest in the Vitesse again (See picture 8)

The final version appeared in 1968 (See picture 9) with an up-grade of the 2 litre engine, revised rear suspension, re-styled interior, bonnet and boot. The increase in engine power give the Vitesse the magic 100 mph performance. It was a powerful car for its day and could out-perform many of the sports cars then on sale. However, by 1970 sales were dropping off against newer models being produced by the other manufacturers and a replacement was under development. The Vitesse's classic style that appeals so much to us today looked dated by then to the buying public. So, the final Vitesse was produced in May 1971 and its replacement the

Dolomite, which had an 1854 CC single overhead camshaft twin carburettor 4-cylinder engine, was on sale in 1972.

So just where did the Vitesse 6 sit as far as sales were concerned? Due to events, though the Vitesse 6 was originally designed as a performance road car, it largely found its place in the small quality car market with an above-average performance. It wasn't out and out speed with the Vitesse 6, more about the style and feel of the car when you drove it or were a passenger.

The 2 litre models still retained the quality feel of the 1600's, but with their improved performance could now in many cases out-perform two seater sports cars. Was the 2 litre introduced too late in the life of the car? Well probably yes, but I for one am glad they did introduce it then, as in the end it extended the life of a superb car a few more years. The Vitesse replacement, Dolomite 1850, suc-



Pic.9.

cessfully carried on the role of quality sports saloon for Triumph into the 1970's but that is another story.

Safe Driving and Keep Running On All Six

Dave

TSSC TRIUMPH & MG WEEKEND - MALVERN CONCOURS RULES 2021 GENERAL

1. All cars entering must be taxed, MOT'd and insured. MOT and insurance certificate must be available for inspection on request by club officials.

2. Cars can be transported to the event on a trailer. This **MUST** be declared and will be reflected in the marks awarded by the judges. A points deduction of 10 points will be applied if trailering is declared in advance or at the time of booking in. This will increase to 20 points if trailering is undeclared (and subsequently known otherwise by the judging team) when booking in to the concours or prior to start of judging.

3. All entrants must be current members of the Triumph Sports Six Club or an invited classic car club.

4. The Concours Organisers' decision will be final and no discussions on the marks awarded will be entered into.

5. Judging of the classes will commence at 10.30 a.m. on the Sunday and entries will close at 10.00 a.m. on the Sunday. No late entries will be accepted.

6. The prize giving will take place at approximately 3.00 p.m. on Sunday. No car must be moved until the prize giving is finished. Any car leaving before prize giving may be disqualified from the competition and any prizes forfeited.

7. Car of Show: This is the premier award in the TSSC Concours. The winner will be selected from all cars entered in the competition.

THE CLASSES

8. The following classes will be held: **Herald, Vitesse, Spitfire, GT6, TR, Stag, Saloon (2000/2.5, Dolomite, Toledo, 1300, 1500, Acclaim) and Specials (Bond, Peerless and Italia etc)**. Only one class can be entered each year.

9. A minimum of 3 cars must be entered in each class otherwise that particular class will be withdrawn and vehicles will be entered into a 'Triumph' class.

10. The winning car in each class must enter the Master Class once before returning to the normal class. After three years the car can return to the normal class without entering the master class. Class winners can only enter the master class once before returning to their normal class.

11. Master Class: Eligibility for the Master Class comprises winners of all classes from the previous three years TSSC Concours.



NOTE:

**Once at Malvern you will need to attend the Concours desk (even if you have entered in advance) to obtain a token to be able to get your car into the Exhibition Hall
PTO for Concours Entry Form**



TSSC CONCOURS ENTRY FORM 2021

ABOUT YOU

Name

Address

.....

County

Postcode

Country

Telephone No

e-mail

YOUR CAR

Model & Series

Colour

Registration

Annual Mileage
(Cruised & Used
entrants only)

Advance Entries by
email by
9th August 2021 and up
to 10.00am on the day
at the Concours Desk.

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anthonysimpson
@sky.com

Tel:
01227 656488

CONCOURS CLASSES

You can enter **ONLY ONE** appropriate class
Please circle this clearly

**Best in Show is Selected
from all Classes**

Best Spitfire

Best TR

Best Vitesse

Best Herald

Best Stag

Best GT6

Saloons

(2000/2.5, Dolomite, Toledo, 1300, 1500, Acclaim)

Specials

(Bond, Peerless, Italia etc.)

NOTE:

**Once at Malvern you will need to attend the
Concours desk (even if you have entered in
advance) to obtain a token to be able to get
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PTO for Concours Rules



Scans & Pics of this form
are acceptable

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Repair Time Schedules - 3

Following on from the last article covering Cooling System, Fuel System, Exhaust System, Clutch, Gearbox, Overdrive and Propshaft. , this month I'll cover Diff, Rear Axle, Brakes, Suspension and Steering.

Reminder as an introduction

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

Extract from the forward section of the document

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

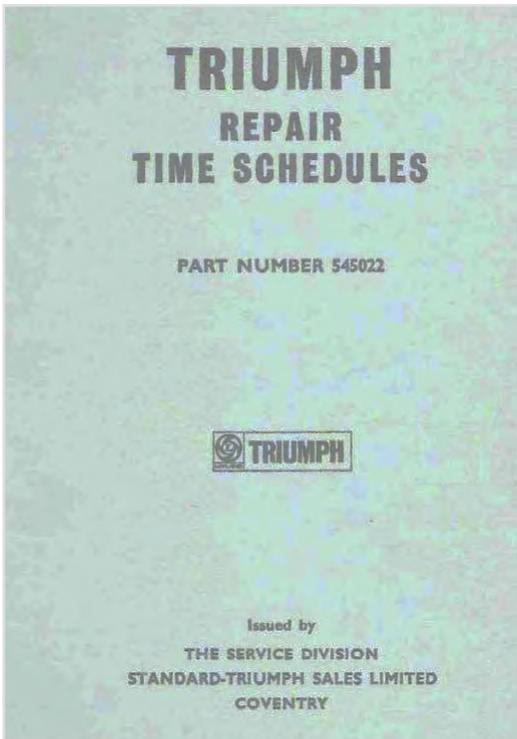
These times relate to comparatively new vehicles , this is, those within the warranty period and may not be applicable to vehicles which have been ins service for a considerable time, when unforeseen difficulties such as seized or broken studs, etc, can add considerably to the time required. The schedules 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.



The official repair operations document was published by Triumph and lists the repair times for the majority of repair operations on a GT6. This would have

Sections covering Diff, Rear Axle, Brakes, Suspension and Steering

Group 3 Section 1 Rear Axle

Operation No	Unit Description	Hours
3-105	Hub and Outer Half Shaft Assembly, Replace	02.30
3-106A	Rear Hub and Stud Assembly, Replace	01.00
3-106B	Rear Hub Outer Seal, Replace	02.30
3-106C	Outer Axle Shaft and or Trunnion Assemble and/or Inner Oil Seal And/or Bearings, Replace	03.50
3-108	Outer Axle Shaft Coupling, Replace	03.00
3-110	Inner Axle Shaft and/or Bearing and/or Oil Seal, Replace	02.00



**Rebuilt Halfshaft Assembly
on my GT6**



**Replacing the rear bearings
on my GT6**

3-111	Pinion Oil Seal, Replace	01.20
3-112	Hypoid Unit, Replace	04.20
3-113	Hypoid Unit, Overhaul	09.70



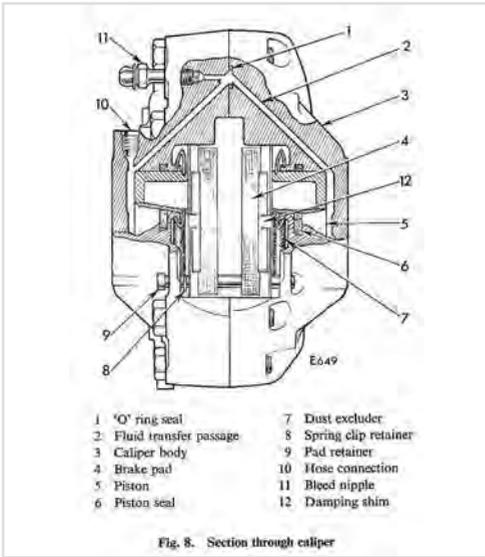
**Newly Replaced Diff on my GT6, lots of
scraped paint fitting it on my own!**



**Bleeding the Brakes
on my GT6**

Group 3 Section 2 Brakes

Operation No	Unit Description	Hours
3-201A	Front Brake Hose, Replace	00.80
3-201B	Front Brake Hoses, both, Replace	01.10
3-201C	Rear Brake Hose, Replace	01.00
3-201D	Rear Brake Hoses, both, Replace	01.50
3-203	Hydraulic System, Bleed	00.50
3-206A	Brake Master Cylinder, Replace	01.00
3-206B	Brake Master Cylinder, Overhaul	01.50



Sectional diagram of the brake caliper from the factory workshop manual.

Manifolds exploded view (from the factory parts catalogue)

3-206C	Brake Pedal Pivot Bush, Replace	00.80
3-206D	Brake Pedal Return Spring, Replace	00.30
3-207A	Friction Pads, Replace	00.30
3-207B	Caliper Cylinder, Replace	01.00
3-207C	Caliper Cylinder, Overhaul	01.70
3-209	Brake Disc, Replace	01.00
3-210A	Rear Brake Shoes, Replace, one side	00.60
3-210B	Rear Brake Adjuster, Replace, one side	00.70
3-210C	Rear Brake Drum, Replace, one side	00.30
3-211A	Rear Wheel Cylinder, one, Replace	01.50
3-211B	Rear Wheel Cylinders, both, Replace	02.30
3-211C	Rear Wheel Cylinder, Overhaul, add to 3-211A	00.20
3-211D	Handbrake Cable, Front, Replace	01.10
3-211E	Handbrake Lever, Replace	00.80
3-211F	Handbrake Lever, Overhaul	01.30
3-212	Relay Lever and/or Bush, Replace	01.00
3-213	Handbrake Cable, Rear, Replace	01.20

Group 4 Section 1 Suspension Front

Operation No	Unit Description	Hours
4-102	Wheel Studs, Replace, one side	01.20
4-105A	Hub and/or Bearings, Replace (one side)	01.20
4-105B	Hub Grease Seal, Replace	00.70
4-105C	Hub Bearings, Re-pack with grease	00.90
4-106A	Bottom Trunnion, Replace	01.10
4-106B	Bottom Trunnion Bushes, Replace	00.80
4-107A	Vertical Link Ball Joint, Replace	00.50
4-107B	Vertical Link, Replace	02.04



Checking the front wheel bearing end float with a dial gauge on my GT6



Replacing the Stub Axle on my GT6



Clutch Master, Slave and Hydraulic pipe ready for replacement

4-107C	Stub Axle, Replace	01.70
4-108	Upper Wishbone Arms and/or Bushes, Replace	01.30
4-109A	Suspension Sub-assembly, Replace (Drivers Side)	02.50
	(Passenger Side)	02.20
4-109B	Lower Wishbone Arms and/or Bushes, Replace	01.50
4-110A	Anti-roll Bar and/or Rubber Bushes, Replace	00.70
4-110B	Anti-roll Bar Links, Replace	00.70

Rear Suspension

Operation No	Unit Description	Hours
4-111	Road Spring, Replace	03.00
4-112	Damper, Replace	00.60
4-113A	Radius Arm and/or Bushes, Replace	00.80
4-113B	Rear Wheel Track, Check and Adjust	00.80
4-114	Vertical Link and/or Trunnion Bushes, Replace (One side)	01.50
	(Both Sides)	02.70

Group 4 Section 2 Steering

Operation No	Unit Description	Hours
4-203A	Front Wheel Track, Check and Adjust	00.50
4-203B	Steering Geometry, Check only, Camber, Castor and Track	01.00
4-203C	Camber Angle, Check and Adjust	00.50
4-203D	Castor Angle, Check and Adjust	00.50
4-205A	Steering Unit, Replace	02.00
4-205B	Tie Rod Outer Ball Joint, Replace, Includes checking front wheel track	01.00
4-207	Steering Unit, Overhaul	03.30
4-208	Steering Unit Pinion Mesh, Adjust	00.40



Steering rack ready for replacement on my GT6



Upgraded UJ type Steering flexible joint on my GT6



Steering Wheel replaced with a Motolita replica on my GT6

4-209	Tie Rod Inner Ball Joint, Replace, Includes checking front wheel track	01.50
4-211A	Steering Column Flexible Coupling, Replace	00.60
4-211B	Steering Wheel, Replace	00.40
4-221C	Steering Column Bushes, Replace	02.00
4-221D	Steering Column Cowl, Replace	02.00
4-221E	Steering Column, Replace	01.00

I'll cover off the remaining sections covering Body, Electrical and Painting times in a future article.

GT6s out and about.

It's nice that some classic car events are starting up again as the Covid restrictions start to ease. The first event for me this year was a drive it day run out with my local club, "Fleet Classic Car Club". One of the cars on the run was a GT6 in disguise, a Vincent Hurricane Kit Car based on a GT6 MK2 chassis and running gear belonging to young classic car enthusiast **Joe Wilson**.

Joe's GT6 MK2 based Vincent Hurricane parked next to my GT6





Joe's Hurricane front view



Rear of the Hurricane

From The Archives

Thanks to Andy of Sports Car Supplies for this month's from the archives photo.

Andy



Cars for Sales outside Sports Car Supplies in Newcastle in the early 90's including two GT6 MK3s. Similar Cars from a dealer nowadays would probably be more than 4 x the price!

TRIUMPH SPORTS SIX CLUB

20 SCENIC 21 DRIVE-IT DAY

PHOTO COMPETITION

by Jane Rowley & Paul Girling

Covid wouldn't allow us to meet up so members were encouraged to take their Triumphs out for a scenic drive, take some snaps and post them on the TSSC Facebook page. Here are just a small selection of what was uploaded.

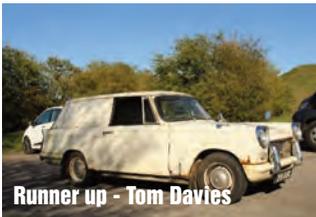


1st Prize Picturesque Setting - Micheal McCallum

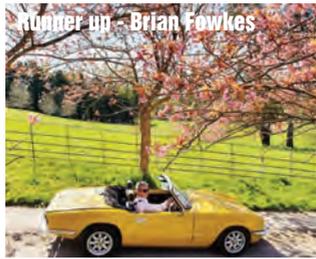


1st Prize Best Humourous - Harry Hanes

1st Prize Geographical Setting -
Jacqui & Martin Spiers



Runner up - Tom Davies



Runner up - Brian Fowkes



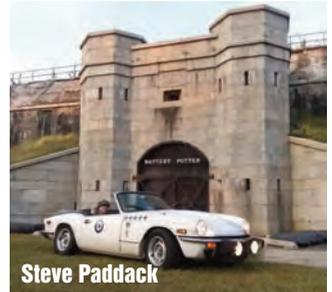
Bradley Lourens



Runner up - Brenda Beavon



Alan Desbois



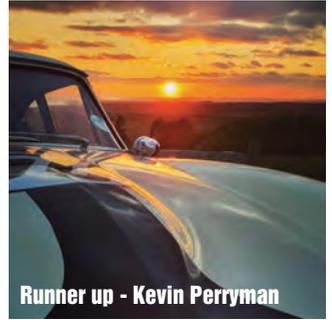
Steve Paddock



Runner up - Steve Titterrell



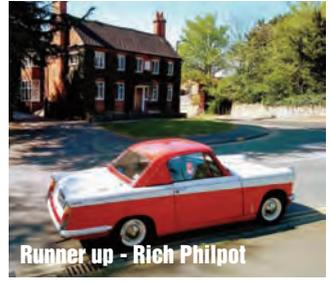
Runner up - Chris Smart



Runner up - Kevin Perryman



Runner up - Mike Hickey



Runner up - Rich Philpot



Guy Carnegie



Andrew Burford



Maggie Love



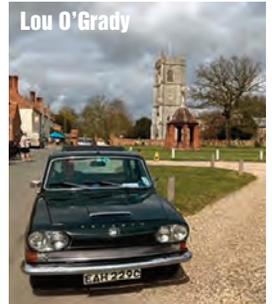
Nina Dawe



Mike Titchen



Svensen Carlos



Lou O'Grady



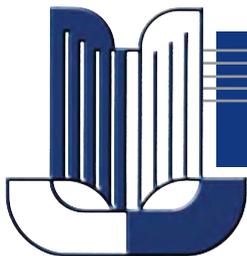
David Lofthouse



Tom Hartley



Shannon Hughes



AREA SHOWTIME

e-mail: courier@tssc.org.uk

TRIUMPH SPORTS SIX CLUB

Norfolk areas Covid safe Drive It Day Scatter Treasure Hunt had a total of 14 classics attending. For full report see the Norfolk Area News.

Norfolk Drive it Day

Photos from Norfolk Members - by Paul Girling



Winners - Mark, Claire & Jamie



Dennis & Lyn



Kevin & Lou



Andy & Gill



Ian & Anna



Mike



Steve



Paul & Christina



Chris



David



Andy & Wendy



Andy & Gill



Steve & Delia

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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/CyIs	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	saloon	1966-71	1998/6	18000	12000	8500	2000
Mk1 & Mk2	dhc	1966-71	1998/6	22000	14500	10000	2500
Renown	saloon	1946-54	2088/4	13000	9500	7500	2000
Roadster	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	saloon	1965-73	1296/4	5500	3000	2000	1000
Toledo & Dolomite	saloon	1970-81	1493/4	6500	4500	3500	1000
Dolomite Sprint	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	5500	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

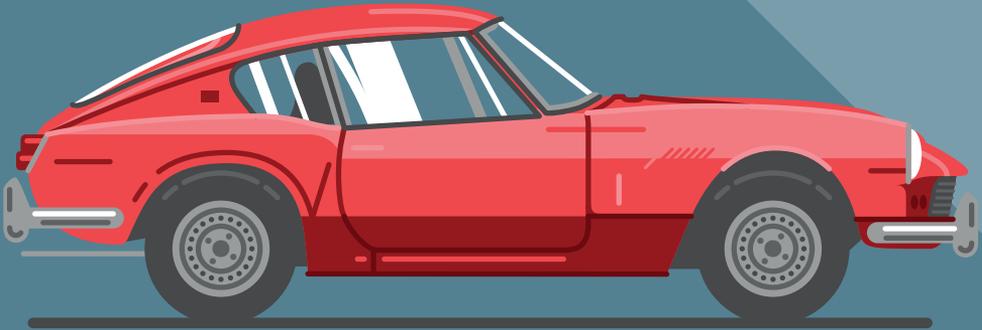
Left Hand Drive cars as above less 10% (or less 5% if converted to RHD)

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

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INSURANCE



STAG

PHIL WILLSON stag@tssc.org.uk

Carburettor Tuning

Last month I went over the HT setup for our cars and in March I looked at some aspects of the carbs, especially the temperature compensators.

After I had given the dismantled carbs a thorough clean and treated them to a new gasket set, then it was time to tune them. The basic idea is to set the ideal fuel to air ratio to get a perfect burn under all running conditions. In reality this is nearly impossible with a mechanical setup but carburettors became increasingly complex over the

of the later incarnations and works quite well when set up properly. Badly worn examples are near impossible to get right as they will be sucking air in through the throttle spindles after the main fuel/air mix has been done leading to a lean mixture going into the cylinders. The usual way around this is to enrichen the main mixture, of course, so you end up using more fuel and never achieving a correct setting at any speed or load. The only solution here is to get the carbs fully overhauled and comprehensive kits are available to do this or you can use one of the professional services if you don't fancy doing it yourself.

Conversions are also possible using alternative units such as

Weber or Holley kits available from companies such as Stagweber. If you want to go down this route then read up on it thoroughly before you shell out around £500 as there are definite gains to be made, but one or two pitfalls, especially if you have a high mileage engine. These kits are generally less effective at crankcase breathing and therefore crankcase pressures can be higher than normal and cause seals and gaskets to

leak. To compensate for this an extra crankcase breather system would need to be installed employing a PCV (pressure control valve) and an oil catch tank.



Pic 2. Adjusting the carb needle



Pic 1. Stromberg adjustment tool

years as various add-ons were invented to improve performance and emissions. The version of the Stromberg fitted to the Stag is one

Needle setting

On reassembling the carbs I set the needles to a basic mid-position prior to tuning using the adjusting tool (photos 1 and

2). I turned the Allen key fully clockwise which pulled the needles right up to the richest setting. Then I weakened the mixture by turning them anticlockwise 1.5 full turns, which is roughly the mid-point of the adjustment range. In other words, there are only 3 full turns before you come to the end of the adjustment thread and the needle disconnects from the adjuster – so don't overdo it!

Balancing



Pic 3. Synchronometer air flow meter

I then balanced the carbs using an air flow meter. I use a Synchronometer (photo 3) but other devices are available such as the Gunsons G4053 Carb-balancer. Many people do it by ear using a short piece of hose, looking for equal noise as the air rushes in to the carbs.

The basic procedure, with engine properly warmed up, is to undo the two throttle rods and adjust the throttle screws for equal air flow and an idling speed of around 750 to 800 rpm. Then reconnect the operating rods while adjusting their length so that no change of rpm is caused when refitting.

Mixture setting

The car was running smoothly so now I had to tune it more accurately. Favourite would have been to take it to a good local tuning company but these are becoming harder to find as there are so many of the younger technicians who have no idea of what a carburettor even is. I do have

a reputable company near me called Sanspeed who I will go to if my alternative methods don't work well enough.

There are at least three ways to get a reasonable result at home. First and favourite, if you can get one, is to use a proper commercial exhaust gas analyser. I have got a very old Bosch machine that I will blow the dust off sometime to see what that says although I won't count on its accuracy after many years of disuse. They are supposed to

be recalibrated from time to time using a special calibration gas and mine was probably last done 20 years ago!!

A search on the internet will find others, one of which is the Gunson Gas Analyser (photo 4). I reviewed this unit way back in The Courier issue 180 of June 1995, pages 67/8. This is available on the TSSC website as are all Couriers from the most recent and going right back to issue 1 from 1980 along with a technical index.

What a great Club resource!

Tune for a CO level of no more than 4% (according to workshop manual). The



Pic 4. Gunsons Gas Analyser

MOT rule is for a CO level of $\leq 4.5\%$ for a car used after 1st August 1975 and before 1st August 1986. (A hydrocarbon level of ≤ 1200 ppm HC is also required although it's unlikely you could check this at home.) So, if you have your Stag MOT'd and it was registered after 1st August 1975 you must get it below the 4.5% CO



Pic 5. Gunsons Colortune

The left hand carb (nearside on UK cars) feeds

level. MOT or not, the lower the CO level then the less fuel you will be using so you gain anyway. Cars used before 1st August 1975 are exempt from emissions testing.

The second method is to use a Gunson Colortune (photo 5) or, better still, a pair. You need to know which carb feeds which cylinders so that you can see what's happening as you make the adjustments:

cylinders 2, 3, 5 and 8. The right hand carb (driver side in UK) feeds cylinders 1, 4, 6, 7. This makes sense if you relate it to the firing order as you will see that the engine takes from each carb in turn, leading to nice even running. (Picture 6)

So, fit one Colortune to 1, 4, 6 or 7 and the other to 2, 3, 5 or 8 and adjust both carbs to give the same colour as described in the instructions – Bunson blue. Yellow is too rich, whitish blue is too lean.

The third way, and the one I used this time, is illustrated in the Haynes Stag manual on page 65 and that is to use the colour of the spark plugs as an indication of the correct mixture.

We are looking for a lightish brown to tan to



Pic 7. My plugs before fine tuning

grey colour on the electrodes and no carbon or oily deposits.

After a good 40 mile round trip I let the engine cool down and then removed the four plugs on the right hand side of the engine. As can be seen in photo 7, the ones from cylinders 1 and 7 were slightly darker than those from 3 and 5, and all were darker than ideal. So, I adjusted both carbs to be a bit leaner, the right hand carb by ¼ turn anticlockwise (cylinders 1 and 7) and the left hand carb by 1/8 turn anticlockwise (cylinders 3 and 5).

You should only adjust with small increments each time.

After another run (on Drive It Day) I checked them again and they are all now lighter in colour and fairly evenly matched, so are probably about right. Photo 8 is from a website called 'Tuning Matters' and gives a clear illustration of what to look for.

Firing Order	Carburettor Used
Cylinder #	
1	Right
2	Left
7	Right
8	Left
4	Right
5	Left
6	Right
3	Left

Pic 6. Firing order versus carb position



Pic 8. Two extremes and ideal colouring (Tuning Matters)

Did I just mention Drive It Day? Photo 9 shows my car near the railway viaduct on the road from Eynsford to Lullingstone in Kent. I was out in my Herald with 5 other Triumphs in the morning as it was quite chilly. The afternoon was much better for driving topless in the Stag and it was absolutely lovely.

What a great car!

Next month

I have installed a relay system for the headlamps and the difference in brightness is very noticeable. The voltage drop on the standard setup was a lot more than I expected. I will also attempt to show you how to align your headlamp. I bet you can't wait.

Until then, get out there with your V8s (or V6s or straight 6s) and have some fun.

Phil



Pic 9. Drive It Day scene

TR Transformed

Some of you know that I have been writing on Triumph-connected kit cars and specials in this esteemed publication for quite a few years, just over 33 years to be a bit more precise. So you might think I've written on every different company that has produced cars using Triumph chassis and running gear... actually no, I have not... yet.

This month I'm concentrating on a company that some of you will have heard of, but I have not mentioned a single time in my 351 register articles to date. That company is called Devin. Thinking about it, there are three reasons why I've not mentioned it, 1. Its Triumph-based cars are not on the Herald/Spitfire chassis. 2. It is an American company. 3. I've never seen one of its Triumph-based cars in the flesh, or know any owners of one.

Though I haven't written about the Devin cars it doesn't follow that other writers haven't. Rather than me attempting to re-phrase what I've learnt about Devin as I researched for this piece, I might just as well bring you someone else's words verbatim; I hope they won't mind, I'll give him full credit. Here is a summary of the Devin company, published on autoweek.com in September 2003, written by **Bill McGuire** (I've translated it from American to English!):

"Allied, Almqvist, Conquest, Fiberfab, La Dawri, Victress... the list might be endless. In the 1950s and '60s advertisements from these companies appeared in the pages of all the automotive and workbench magazines: Build your own sports car! A small, blurry photo showed a zoomy fibreglass roadster body shell—typically, a blatant knockoff of some famous European sports racer. With only some ingenuity and a few simple hand tools, claimed the ads, this ready-made could be combined with the chassis of your choice and the engine of your wildest dreams. Voila, your very own sports car, built to your own far-fetched specifications.

Today the suggestion that, with a hacksaw and a quarter-inch drill, you could be your own automobile manufacturer might be taken a bit more sceptically. But the '50s and '60s were simpler times.

How many fantasies in fibreglass were laid up, crated and shipped out by these various outfits, or how many were actually completed as functional automobiles by their wildly optimistic buyers, we can never know. But there was at least one finished in large enough numbers to be recognised today: the Devin.

Bill Devin was a sports car dealer and road racer (in 1956 he won an SCCA national championship) whose dream was not just to market fibreglass bodies, but to be a genuine sports car manufacturer. The Corvette-powered Devin SS, the VW-based Devin D and the Corvair-derived Devin C, all using the basic Devin body, were his attempts to establish Devin as a bona fide marque. Meanwhile, Devin offered his body shells to all comers.

The Devin body—inspired by the Ferrari 750 Monza, more or less—sold for \$295. It was of higher quality than many on the market at the time, with hand-laid construction and reinforced hood and door flanges. A streamlined headrest was available for \$10, while a moulded-in cockpit tub was an extra \$75.

Devin cleverly offered his body in 27 letter-coded sizes, with varying wheelbases, widths and cowl heights to accommodate virtually any chassis.

A favourite for Devin conversion among homebuilders of the time was the early Triumph TR series, due to its sturdy drive train and separate body/frame construction. A stock TR3 chassis, with an 88-inch wheelbase and 45-inch track width, was a good fit for the Devin F-sized shell.

Jeff Snook's Devin-Triumph TR3 has become a familiar sight at vintage races and Triumph gatherings. The car was campaigned by Bob Pass, Joe Sexton and Barry Hicks, so it has been around for a while, but Snook has never traced its provenance back to

its original builder.

In the true spirit of hot rod home-builts, Snook and mechanic Terry

tinctly American about it, too. Or maybe that's just projection. Taking the Devin-Triumph up and down through the gears, the sleek, open bodywork flowing around you and the wide-open exhaust blaring away provides a pure grin."



John Snooks - Devin Triumph

That gives a good background to Devin and its Triumph TR-based cars. From the Bill McGuire piece I expected to find many photos of the John Snook car via Google, but I did not. The only one worth producing is the one in mid race, with the number 170 in its side.

Google does provide us with some other examples of Triumph-based Devin cars.

The plain red car was advertised for sale in March this year on carandclassic.co.uk, with the title line, "1957 Barchetta Devin Triumph".

Stetler have invested considerable time in tweaking the Devin. The engine has been lowered and pushed back in the chassis to provide hood clearance for the twin carbs, which led to a struggle to regain ground clearance. The suspension has been sorted out and uprated with later Triumph pieces, and the fibreglass Devin shell has been nicely detailed and finished, in lipstick red with a silver stripe.

The car resides in Firenze, in Italy.



1957 Devin Triumph

Wedged under the hood, just barely, is a TR3 engine recalibrated for racing. The pushrod 2.0-litre four has been treated to a ported and flowed cylinder head, JE pistons and Carillo rods, and it produces about 150 hp. So with 50 percent more power and some 300 fewer pounds to haul around (thanks to the fibreglass body shell), Snook's Devin is quite the little performer.

The photo of steering wheel and dash is also this car.



As you might guess from its unique origins, it doesn't drive quite like anything else either. Maybe like an Elva Courier, but there's something dis-

The text of the advert is mainly a potted history of Devin cars, similar to that I've just given you, all we are really told

about the car for sale is that it has TR3 mechanics, with a TR3 1991cc engine on twin Webers and some other modern bits. There is an asking price... £80,000. Yes, that is four zeros.

On the American website britishcar.com there is an article

titled, "Bill Hart's Triumph Special". This is another red Devin TR, with racing number 98 in the pictures I've borrowed from the site, with Bill Hart at the wheel, and the engine pictured



Bill Hart - Devin Triumph



is also this car. The article has many more interesting photos, of all the nether regions of the car, and lists the mechanical features and specifications. I think the article was written around 2011, and here is an extract of the text:

"Bill Hart's Devin bodied Triumph was originally built to be a street car. When Bill Hart acquired it, it still had old licence plates on it.

He has been racing it for eleven years now.

Bill recalls that the car started out horribly. It wouldn't go fast, and it wouldn't stop either. After quite a lot of development, it's turned into a little rocket ship. Furthermore, it draws compliments

everywhere it races. In his latest book, Kas Kastner describes Bill Hart's Devin bodied Triumph as follows: **'Set up to be ultra reliable, and very quick. Bill enjoys a lot of track time with this great car. Bill's car has the best body and paint work I have ever seen on a fibreglass body.'** High praise indeed, especially considering the source."

I think most of you will agree, these Devin cars are good looking, and by all accounts drive equally well. After my research I'm left with

some questions; I wonder where the donor TRs came from, the TR3 was first produced in 1955 and the majority of the cars built were exported to America. Although I can't tell which was the first year a TR3 was converted to a Devin, it does seem that the donor cars must only have been a few years old. And I would love to know if there are any Triumph Devins living on UK soil.

If any of you boys and girls out there can provide answers, I'd be delighted to hear from you.

Trevor



Bill Hart - Devin Triumph



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BOND EQUIPE

GUY SINGLETON bond@tssc.org.uk

Not using the car?

Wow halfway through the year, now how did that happen?

Hopefully the dreaded lurgie will stay under control with the help of the vaccines, and allow us to play a bit, our first planned outing is to Gaydon on 11th July for their BMC & Leyland Show.

Now, looking back to last month's article, how right I was. On my convertible the clutch had stuck on. I am pleased to say that the prescribed treatment was effective, however I had a reminder that regular checks, and regular MOTs are a good thing. I have had the alloy wheels on the car refurbished and needed to get the tyres swapped over off the 'temporary' set of wheels I had on the car, they had only been on there for 10 years or so – one must not rush these things!

I took the car to the garage next door to me to have this done and when I picked the car up, the mechanic mentioned that the nearside front wheel bearing had collapsed.



On drive it day, I allowed myself a brief diversion from building the extension, and having taken the 2+2 to Screwfix in the morning for essential

supplies, [Pic: B210006-1] later in the day I thought I would investigate the convertible's wheel bearing, and sure enough lots of play. So I checked out my spares and found a set of Timken bearings, one even in a British Leyland box, - I must have had these on the shelf for 20 years or more – great forward planning. I recalled Andy Cook's recent adventures in his GT6 and that he was rightly keen to use good quality



bearings

Anyway armed with the bearings, it was then a case of removing the front caliper taking off the hub – for those who do not know, a large self-tapping screw works well to remove the dust cover over the bearings. The old bearings were

removed and new ones installed, I then of course had to take the car for a run to check all was well and clear a few cobwebs.

Referring back to regular checks, whilst this year I have yet to service the car, it had in fact done no more than 120 miles since the MOT last year so even checks would have been unlikely to pick this up, anyway I was grateful it was found and it saved



a trip on a transporter!

I have heard of a 1966 4s looking for a new home following the death of its previous owner, the car is in Essex, and looks to be quite nice, if a bit



dusty! I understand that the brakes need attention, and no doubt a good service. Looking at the MOT history it has only done 30 or so miles a year over the last 10 years. If you are interested please let me know and I can put you in touch with the vendor.

Finally a little COVID free item (beep – I was trying not to use that word!) I have been in touch with Grant Paris in New Zealand who has recently bought the Mk 2 2 Litre Coupe, I mentioned in December. It needs some fettling to get it back on the road, but looks nice, so I hope he will enjoy it once he has got it sorted out.



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TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Drive it Day 2021 - S. Wales

On National Drive your Classic Car day my son Jack and I decided to use the last run itinerary (to The Mumbles) that the club had made before we had joined other organised runs for the annual event.

We climbed into my TR4A at 9:30am on 25/4/21 and made our way to the Nantgarw McDonalds car park, the sun was shining on a glorious morning and the Surrey top was off.

When we arrived at the car park we found that the Monmouth Mafia had also decided to do the same and had brought their 2 Acclaim's



Meet up for Drive it Day

While we having a socially distanced chat, we noticed that parked up at the far end of the car park was John in his immaculate Spitfire, he had also brought his car out for a blast. We all agreed that we should stick to the pre used itinerary and as we were getting ready to leave, Paul & Dotty G pulled up in their MkII Vitesse!

As we set off along the A470 I made a quick calculation, 6 cars from 5 households with 6 people and 3 carers, this would have been within the Welsh Covid rules even if it had been organised.

We made our way along the A470 at the legal speed limit of mainly 50mph, then turned onto the A465, enduring the ridiculously slow

speed restrictions until we arrived on the dual carriageway with 70mph allowed, cruising along and the torque of the TR engine swallowing up the bends and inclines. I pulled in to the McDonalds at Glyn Neath in case anyone required a "natural break" when from one of the outside ta-



3 households & 4 cars - within Covid rules

(Mike's new paint job drew a lot of attention from passer-by). As I pulled up, I realised that young Eddie and even younger Mo were right behind me in Eddie's "new" 1850 Dolomite!

bles I heard "What the flip (or similar) are you lot doing here?" It was Crazy George and St Elaine, who had stopped for breakfast on their way to Pendine Sands to buy a caravan. After we brushed the bits of hash brown off our clothing, we told him we were off to The Mumbles for fish "n" chips. "Fantastic" he said, "I'm flipping (or similar) starving, I've only just had breakfast". So, CG joined us in his 203SLK as we continued on to the Mumbles.

As we pulled into the cliff top car park we were

various fish lunches followed by ice cream, we felt almost normal.

After our food we strolled back to the car park, CG & St. Elaine made their way to Pendine, Monmouth Mike & John in their Acclams, followed by Spitfire John made their way to travel home via the Heads of the Valley road, Jack & I in my TR4A, Paul & Dotty G in their Vitesse and Young Eddie and even younger Mo in their Dolly decided to take the fast route home along the M4 to let our cars "stretch their legs" and Tim & Nic were



Jack Nic & tim at the Mumbles

joined by Tim & Nic in their immaculate GT6, they had been parked up along the sea front in a side street and had seen us drive past!

Seven Triumph's and a future Germanic Classic

spending the rest of the afternoon in their GT6 on the coast.

I passed the Spitfire and the Acclams on the road through Swansea with Eddie firmly in my rear-view mirror, but before we hit the M4 I had lost sight of Paul & Dotty so, I pulled into a lay bye and we waited for them. They soon turned up after being held up at various traffic lights and I waved them on for us to catch up with them on the

M4 which we did and the 3 Triumphs made a trouble-free run along the motorway. I turned off the M4 onto the private road near my house and clocked my first ton of the day, my TR just feeling so good at this speed, I glanced at Jack and could quite easily lip read

FANTASTIC!

This run had brought back all the good times that we have been missing over the last 14 months, I can't tell you how good it was to see some of the club members, let's hope that this is the start of things improving, a light at the end of the tunnel that isn't an electric car with one headlight heading our way.

Whether 7 classics or 8, car runs are great!

Using the current Welsh Covid rules, club

member Bern (no relation) was able to arrange for 7 club cars from 6 different households with 6 people + their carers



One household - Two Cars

all parked up at a socially safe distance in the sunshine with fresh sea air, FANTASTIC!

We all then walked to the take away café for

GOOD NEW HOME REQUIRED FOR A LOVED TR6

The day after the first S. Wales TSSC run of 2021, I was out in my TR4A taking a trip to Llantwit Major with Crazy George following in his 13/60. As we travelled along the Cowbridge road through Bonvilston I spied a Mercedes SLK parked outside a house with a For Sale sign on it. I turned around (closely followed by CG) and pulled up by the Merc. The owner came out of the house and CG & I put a deposit on the Merc and arranged to pick it up later on. The owner, Peter saw our Triumph's and told us that he had a TR6 that he may, reluctantly part with to a true Triumph enthusiast, reluctantly, as he had owned the car for 25 years. He kindly let us have a look at the car and although due to time and space we could only give it a brief look over, it looked to be a nice solid example that required a bit of body work, but with nice door gaps.

ages of the car which he did, so if anyone out there is looking for a TR6 that they can use from day one and improve as time and funds allow, £10k is a bargain for this car.

Hi Bern, as promised here are a few image and words about my TR6 - "Back in the late 1970s a good friend of mine bought a white TR6 which was about 10 years old. I always thought what a great looking car albeit him and his father seemed to spend loads of time getting it to work properly. 20 or so years passed and I thought I might get one myself, so in 1996 I found one locally in Bridgend owned by the "Chief Police Frogman" so it was always going to be an honest car.

I remember him well, he was about 6 feet 6 and I wondered how they got a wet suit to fit him, nevertheless I bought the car for £6,000. It was a Sapphire Blue 1973 M registered example that he had paid for a complete bodywork rebuild



Come and get me!

Peter said that mechanically it was fine apart from an occasional jumping out of first gear and I knew the chap (an excellent mechanic) who had maintained the TR for Peter. The price that Peter would accept was, I thought very fair.

I asked Peter to send me some words and im-

plus engine but needed fettling etc. I later found it had all the knobs/switches and difficult to find bits. Over my ownership of 25 years I had it fettled, brightwork done etc joined the TR Register and met the likes of Kevin Hare who helped greatly to keep it going.

3 5,000 miles were added as well as the usual drawer full of bills. I visited Revingtons in Som-



Less than 12K!

erset plus other garages and had great times in it. I went to work in it occasionally and like many of us I still get kind remarks at Traffic Lights. It's a good honest car, solid underneath, doors shut well/lines good etc it now needs a tidy up and tuning. I have just bought a 3 year old XJ which parks itself so I wonder if someone else in the Classic Community would want to look after it as like us all I am getting older. I am told it's worth £11/12k so I will take £10,000 from the

right buyer if not, I am happy to keep it wrapped up in the warm garage and do my usual 750 miles a year"

And so, if there is anyone out there who would be interested in what I would regard as an absolute bargain, email me and I will put you in touch.

Whether £12k or less a TR is best!

Bern



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TR7-8

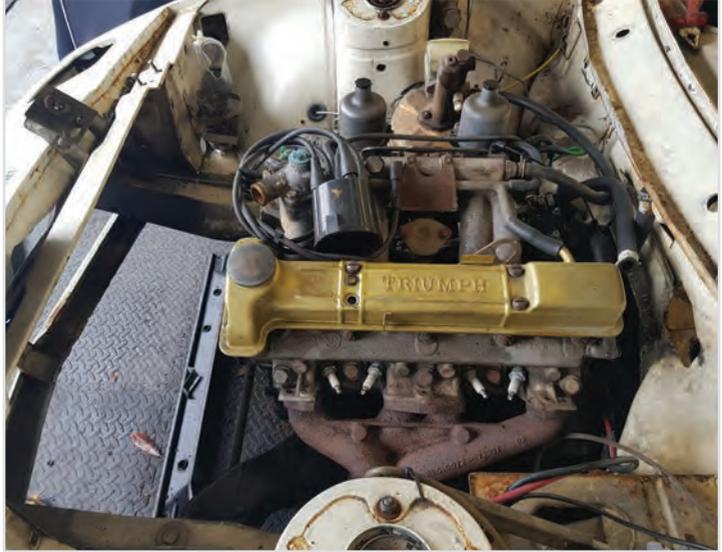
ALL MODELS

PAUL LEWIS tr7-8@tssc.org.uk

Hello (TR7) Dolly

The restoration of the white TR7 continues in earnest with the strip down. I have now decided that I am going to get the car media blasted as opposed to dipping. The reasons for this choice are far reaching and both have their pros and cons. Because the underneath of the vehicle is solid, and also to reduce some of the costs, media blasting it is.

I am stripping the car down to its last nut and bolt so that when it is painted it will be a fresh canvas to work with.



The car now is virtually stripped apart from the engine. I have been contemplating on how the car, once, the engine is removed will be

moved around. I could go down the route of a rotisserie, but these are expensive, and I will struggle to get the whole thing on my trailer. The other option is a dolly or body mover. These are great for pushing around the workshop and we have one on the mini restoration at the minute. The only issue is that, once the dolly is in place it becomes difficult to work on some of the areas where it sits. So, I am trying a method that will not only give me access underneath but also can go on the trailer.

I have manufactured some brackets that fit on the bumper mounts. To these brackets fit heavy duty trailer jockey wheels. I have chosen 42mm jockey wheels for this project with a nose weight of 750kgs each. A bit over-kill but I would



Front attachment point



Front Dolly wheels fitted



rear bracket attached



Rear Dolly wheels attached

prefer to be over specified than under. The brackets have been made up so that the wheel sits in the position that the road wheel would if it were on the car. The only reason behind that is that my car trailer is not very narrow. Under normal circumstances I would try and position them in-line with the brackets.

As this is a prototype, I am finding modifications I need to put in place, for instance the front brackets allow me to rotate the jockey wheel handle to raise and lower the car,

but the rears don't, so the handles have had to be removed. With the legs sitting slightly wider than the bumper mounts it does produce a moment of force or twisting motion. The plan is to weld a stabiliser rod in-between.

Remember this is a prototype and I am seeing how it works.

As the project progresses, I will update you on their performance.

Stay safe.

Paul



Interview with a Young Member



This month we have an interview with a young member Alan Wells.

It is my hope that any young

member who would like to be featured in The Courier has the option to either write an article or to answer the questions

listed below and can email it over to me with a few photographs. As I do each month I would like to remind all of our young members that your contribution is more than welcome and seeing your article and photos displayed in the young members section of The Courier gives me immense pride, lets see more of that.

Alyson

Q1: Can you introduce yourself to us: include your name, age and the type of classic car you own. Any other details you want to include would be excellent.

A1: My name is Alan Wells, I am 36 years old and I work for a wind farm developer. I own a 1970 Triumph GT6 MK2 which



I am currently restoring. I also own a 21 year old VW transporter and a Tesla Model 3 so I have a varied collection of vehicles.

I live in Dunfermline with my wife, 5 dogs and a vast array of little furry animals. Sometimes it feels like I live in a zoo with a small garage attached.

Q2: What first peaked your interest in classic cars? Talk about your inspiration for them, family, friends etc.

A2: I have always been an engineer, I have early memories of stripping down push bikes and my parents having to get the local bike shop to put them back together. My interest in cars and classic cars is an extension of that.... I also like to have cars that stand out, when friends were driving Vauxhall Nova's I had a Volvo saloon.

Q3: Tell us about the first classic car you bought.

Where was it being kept, what did you pay for it, how did you feel about being the owner of a classic car?

A3: Buying my GT6 back in 2015 was the culmination of a long-term dream. For years I thought I wanted an MGB, but when I saw a GT6 in the flesh I saw the light! 10 years later I bought mine from a guy near Bristol. I still remember the moment he first opened the garage door and I saw the car. Nothing beats a MK2!

Q4: What is your fondest classic car memory/experience so far?

A4: It's probably the day I collected the GT6. I drove the car 20 miles from the seller to

my parent's house. It must have been about 10 miles in, with the engine warmed up and my confidence building I pulled into the M4. For the first time I let the engine come alive, I let it rev all the way to the red line as I accelerated down the slip road.

BaaaaarrrrrrrrRRRR,

CLUNK,

BaaaaarrrrrrrrrrrrRRRRRRRRRR,

CLUNK,

RRRRRRRRRRRRRRRRRAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA!!

I was in **LOVE!**



Q5: what about your worst memory/experience? Tell us about your biggest breakdown and/or most expensive repair

A5: The call from the garage on June 2019 to tell me that it had failed its MOT due to rust.

Q6: What do you personally get from being a member of the TSSC?

A6: The club gives me a place to talk about cars, and not just Triumphs. It gives me access to people with experience and equipment who help me when I need it and it gives me the excuse to take my car out. I have made some great friends though the club.

Q7: What would you say to a young person to encourage them to consider buying a classic car?

A7: Classic cars are cheaper than you think, you should ignore the definition of a "classic car" as you don't need to get an E-Type or TR3 to be part of the community. You could own a Triumph Acclaim, an Austin Montego, an MGF, even a Mk1 Seat Lean has something about it. My personal favourite unsung and cheap classic is a mid 80s Volvo 240 estate.

Classics can be cheaper to own than a Ford Fiesta on finance and some can still be used as a daily driver. Finally, cars from the 80s and 90s cars were built to be modified, just look at an old copy of MaxPower magazine for inspiration.

Q8: Describe classic car ownership in 5 words

A8: Mostly welding, with some driving (but maybe that's just my experience).

What engine?

Hello, I hope this edition of the Courier finds you and yours well. At the time of writing, lockdown release has started and life is starting to be a little more recognisable as used to be.



Wow! Did you see the sale of Gordon Birtwistle's 2500 Pi? A truly unique example owned by the senior engineer test and development from Triumph, Gordon. There is a couple of interviews with Gordon and Fuzz talking about the amazing history Gordon has with Triumph and a glimpse into his adventures with Triumph on You tube. There is also a test drive of it with Fuzz at the wheel, where he states 'it is quite simply the finest classic car I have ever driven'.

It sold for a total of £24,188 including auction costs. Great to know that a fan of the Marque / Model wanted this example and was prepared to pay handsomely for it! I believe this is a

new record set for a 2500 Pi. In the interview, Gordon does say about how undervalued the 2000 range was. Fuzz did say about 'how good the Triumph would have been if they were like this' while on test drive. In the interview with Gordon, Gordon does say its only with the modern day technology that could make the improvements. In fairness, its had a considerable amount of time and money spent on it, plus having a Engineer owner would generally develop the very best a 2500pi can be.

generally develop the very best a 2500pi can be.

I received an email from Phil about his challenge with an overdrive unit, but with a difference!

Hi. My wife purchased the car in September 2012 as a running restoration, we have gradually improved it over the years, it will never be perfect as it is parked outside

under a cover and used all year round. built August 1973, registered September 73, purchased originally from PJ Evans in Birmingham. American spec TR6 engine fitted around 1990 with 2000 box with J type overdrive. Still trying other things before taking the box out, have just fitted another solenoid and inhibitor switch-a bit of





jiggery pokery with a dremil allows this to be done without dropping the box down. I have not been in contact with Phil Willson about this as it seemed to be more appropriate to TR6 and big saloons.

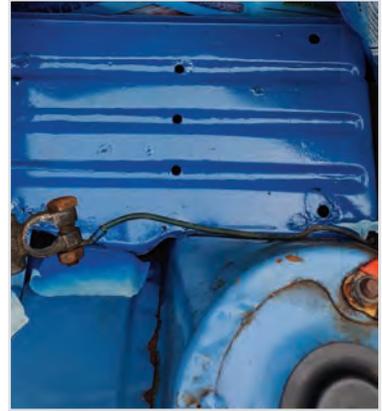
Phil

The story of what engine should have been in the Stag and why and the arguments for the original V8 have been on going since not long after the Stag was produced! I have heard from ex Triumph group dealers explaining the challenging scenario of Stag owners, after purchasing the most expensive model that Triumph offered, being most unhappy at their unreliability. Equally, I have recently read that the update on the 2000 range was to fit the Rover V8, but a certain member of the board was unhappy at this, with the concern it would take away from Jaguar sales!

You may recall from last month I had swapped the battery from the 2000 to try and start the TR7. On removal of the battery I noticed the surface rust on the battery platform, so while it was out, I got to work. I had some blue Hammerite and as its under the battery, it was fine for now. The



car is close to Wedgewood blue, but not exactly, so it will be a challenge sorted by a visit to a body shop with a spectrum analyser to ascertain what exact shade it is now, after being repainted some years ago and the UV damage plus



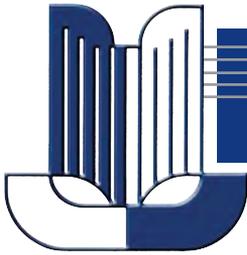
environmental damage as its outside all year.

I do enjoy more of the detailing of cars than actual mechanical work, as you may notice the lack of technical information in my write ups. I have been in the auto industry for some 30 years and have picked up some quite extensive knowledge, but I just don't enjoy it! If you do have any technical questions though, please do let me know and I will always try and find an answer!

In the detailing/ valeting world, a chemical called Graphene, which



apparently is some 10 time stronger than steel, has been introduced into various car wax manufacturers. I recently purchased the Turtle wax spray version. The reason being is



TSSC OFFICERS

Triumph Sports Six Club

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

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HERALD 13/60

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

SPITFIRE Mk I/II/III

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

SPITFIRE Mk IV/1500

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

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

GT6 Mki/II/III

Andy Cook, 7 Albany Road, Fleet, Hampshire, GU51 3NA.
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BIG SALOONS

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

TOLEDO/DOLOMITE 1300/1500

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

TR 4/4A/5/250/6

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

TR7/TR8

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

TRIUMPH ACCLAIM

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

STAG

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

TSSC TRIUMPH ARCHIVE

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

AMPHICAR

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

INTERNATIONAL LIAISON SECRETARIES

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

YOUNG MEMBERS CO-ORDINATOR

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

TRIUMPH WEEKEND 2020

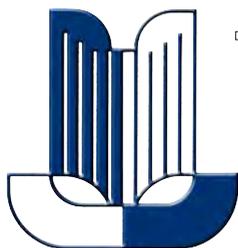
Nigel Hill, 32 Hollyhill Road, Selston, Notts. NG16 6EF. Tel: 07976 163006
e-mail: nigel.hill@hotmail.co.uk. TSSC HQ: e-mail: info@tssc.org.uk

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Tel: 07976 163006 e-mail: nigel.hill@hotmail.co.uk

PUBLIC RELATIONS OFFICER

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



THE

COURIER

Classifieds

Herald



1969 13/60 CONVERTIBLE MOT until June 21. Unleaded head. Solid bodywork, paintwork could be improved. £3500 **Graham Rome (Biggleswade, Bedfordshire) 01767 313742.**

Vitesse



MK1 2 Litre SALOON 1967 O/D. MOT'd until November 2021, no advisories, has overdrive, owned by myself since 2008, colour Royal Blue originally Wedgewood Blue, extensive work carried out costing 1000's, unleaded cylinder head, many extras included, spare parts included in this sale. No issues, no oil leaks, no work needed all done. £10,000 **Peter Illingworth (Dumfries & Galloway) 07770 952002.**

Spitfire



MKIV. Mechanically excellent. All new chrome. New Mohair soft top + Interior +Windscreen. Agreed Valuation 10K. Gas Bonnet Struts. Full Re-spray. MOT, No advisories. £9,000 O.N.O. **John Billing (Cornwall) 01637 851657.**

SPITFIRE 1500 RESTORATION PROJECT. Owned 22 years but off the road and garaged since 2005. Engine replaced in 2000, overdrive and kenlow fan. Buyer would need to collect. Considering it is for restoration / spares any reasonable offer considered. £500 **Andrew. Bond (Rickmansworth) 07770 580300**



TR6 1973 150bhp injection, very nice condition. Signal red with black mohair hood with zip-out back window, Ford type 9 5 speed gearbox, power assisted steering, rear telescopic shocks. 5½ x 15 chrome wires with good tyres. Drives nicely. Lucas Classic battery, new gear reduction starter motor, new differential, new injectors with O-ring seal mod., plus s/s braided injector hoses. Stainless exhaust, tonneau (mohair) and hood cover (PVC). Towbar. £25,000. **Ludo McGurk (North Wales nr St.Asaph.) 01745 584225 or 07809 643008**

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TR6



TR6 CP 150bhp 1972 Original UK car. Emerald green, many new parts, much improved. Nice car, very original. Drives very well. New suspension/wiring harness, hood, carpets, seats, interior trim, tyres original wheels. Bottom end rebuild, good oil pressure. Overdrive on 2nd 3rd and 4th works well. Loads of history, work done, old mot's Tax/Mot exempt with Heritage certificate. Driven regularly/Garaged. £17,950 **Christopher Wall (Shropshire) 07814 504629**

Triumphs Wanted

GT6 OR SPITFIRE I/II/III. Seeking a GT6 or Spitfire I/II/III with hardtop. Condition not too important, car is to be converted to electric power. This will be a very interesting project as he is extremely accomplished in the field of alternative power. E-mail me in the first instance please. **Tim Barker (Notts) 07969 695568.**

GT6



MKIII 1974. ABANDONED RESTORATION project. All parts available, except windscreen. Many new parts fitted. Will split only if a lot of interest. email for more details, photographs etc. **John Meston (South Aberdeenshire) 07980 415560**

ADVERT FORM IS ON THE BACK OF YOUR COURIER ADDRESS LABEL!

Triumph Parts for Sale

STAINLESS STEEL BUMPERS. Pair of brand new stainless steel bumpers for Spitfire 1500 still wrapped from Rimmer Bros. cost £950. Price £600 **Graham Waters (Rookley Isle of Wight) 07791 700609**

TWO 4/11 DIFFERENTIALS. Bought for my Vitesse 2 ltr Mk1 but are the incorrect ratio. not sure what condition either of them are in, they both seem free and work so I'm only asking £25 each or £40 for both. Based in Fulham West London. Call if interested. Buyer will have to pick up. **Charles Day (London SW6) 07836 229324**

VARIOUS PARTS. Rostyle trims, some excellent. Road wheels, inner splash shield O/S, grille, door latches, thermostat housing, radio mounting panel, aluminium bumpers, sealed beam units. Call for details. **Jeffrey Wickham (Wickford) 07881 923542.**

COURIER MAGAZINES (back issues) earliest appears to be number

92, but cannot promise that they are all there to current issue. Includes some Turning Circle issues. Free to an enthusiast. £0 **Trevor Hughes (Watlington Oxon) 07715 477872**

MAZDA MX5 SEATS. A pair of Mazda MX5 seats suitable for the Vitesse, Herald range. Black fabric, adjustable head rest, immaculate condition. Adaptor rails for drivers side, allowing use of original mounting holes. £250 **Jeffrey Wickham (Wickford) 07881 923542.**

VITESSE MK2 CONVERTIBLE COVER. Tailor-made outdoor 3 layered, breathable, fleecy lined cover. Cost over £300 new, used 3 times £185. Photos available. Refurbished Dynamo £35. Brand new Horn push button (still in original box) for very early Herald. **Leslie Edge (Glasgow) 07720 916125.**

VITESSE MK 1 Alloy Wheel. MINILITE Alloy Wheel as New. £40. **Paul Amey (Derbyshire) 01332 882770.**

COURIER MAGAZINES starting no 63 (September 1985) to 462 (December 2018) need new homes. Up to 246, 2 years/box, after that 4 years/box. Mostly complete but no warranty. 'Buyer' collects from Macclesfield or Halifax. Free. **Henry Jones (Macclesfield) 07779 878125.**

SPITFIRE 1500 steering racks x 2. 1 x anti roll bar job lot One is in working condition and other looks in need of rebuild(not sure) The front suspension roll bar will need some painting. £30 **David Cason (Hinckley) 07494 363716.**

4 X 13 - 5.5 STEEL RIMS FOR FREE TR7. Just come and collect These are the hub-centred rims that has no chamfered holes. I have been told that they can be chamfered and will then fit spitfires. Slightly deeper dished than the Spitfire rims.They will have to be refurbished. £0 **David Cason (Hinckley) 07494 363716.**

Parts Wanted

LOOKING FOR A SPITFIRE 3.63.1 DIFF, does anybody have one? **Michael Hockey (Mansfield) 07729 484945**

VITESSE MKII AIR FILTER BOX. Required to fit Twin Stromberg 150's. Must be complete with all fixings. **Trev Rushby (Leicestershire) 0751 8028012.**

VITESSE MK 1 GEARBOX WANTED. Original fit Gearbox required with or without Overdrive. In Serviceable condition please. **Paul Amey (Derbyshire) 01332 882770.**

Triumph Trade Services

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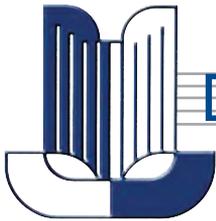
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June 2021

AREANews

AREA

Directory • News • Events

the TSSC Herts & Beds Area

DUXFORD PICNIC



IWM Duxford
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CB22 4QR

SUNDAY September 5th 2021



Bring your own Picnic!

Classic Car Entry 9 am till 12pm (mid day) don't be late

Event Entry Adults £16.00 each

Payment by cash only please (all will be sanitised)

Full site access till 6pm

TSSC Club Shop on site (No other traders)

No Raffle or Refreshment Tent

Covid Rules of the Day apply at all times

Sorry, No Dogs, Stoves or BBQ's allowed
CAA Airfield Regulations

Entry via the main IWM carpark and signage

Contact Pete Lewis. 01582 750943

peter.h.lewis@ntlworld.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 Embery: 0770 1049881 Simon Morgan: 07786 806189 Kevin Cain: 07515 834594 CONTACT AO's FOR MEETING VENUE	3RD WED. 7.30PM
SOUTH STAFFS	New AO/s Wanted Contact Nigel Hill 07976 163006	

MIDLAND AREAS Contd.

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

EASTERN AREAS

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

SOUTH EASTERN AREAS

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

SOUTH WESTERN AREAS

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

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AUSTRALIA (Victoria)	Richard Stewart	rlslaw@bigpond.net.au
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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,

Looking good going into the next phase out of lockdown. So from the 21st of June hopefully restrictions will be lifted. Looking at some facebook pages we are being sensible with meetings please continue safe practice following government guide lines. Also being mindful when going inside your preferred venue by speaking to your pub or where ever. The government are saying six people or two households can meet inside and for outside is thirty people still keeping two metres apart. If you organising runs please make sure when you email it is the first thirty on the first come first served basis. Please keep safe.

Also Club HQ will be opening to public again with safety measures in place as we need to keep our staff protected with the 2 meter rule still in place and facemask must be worn inside. There is hand gel and protective screen in place for your safety and for the staffs safety.

As most of you know the what's app page is now up and running and thanks for those people getting in touch regarding they would rather have emails sent out. If you think there is any thing more we should do let us know as we said before we can't do everything or be everywhere you are our eyes and ears on the members side. You know your areas better.

We would like to say a big thank you to Tracy Cleaver and Elaine Hawkins for a great and well organised Isle of Wight weekend. It looks like everyone is already booking for next years changed venue. Keep up the great work ladies. We would like to welcome the new area organiser joining our team in Shropshire, Kevin Cain.



Nigel @ Di.

Andover

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

Tel. 01672 514241

Not a great deal of news this month but some of our cars have been out and about.

Ed and Maureen will both have had their 2nd Jab by now so "will feel a bit more confident going out and about in Andover.

On the car front, treated the Spitfire to a new hood and HT leads. The TR6 was making terrible creaking noises on full lock that seemed to be coming from the left front wheel. I stripped it down and found the trunnion 'welded' to the bolt it is supposed to rotate around. It took a lot of heat to get it apart. Obtained a new trunnion anyway and re-assemble. The noise has gone but I can't say I really understand where the noise was coming from.

The TR7 suddenly had a spasm that really challenged the little grey cells. After driving only about

a mile the temperature gauge went off the clock. The radiator didn't feel hot so I assumed the reading was erroneous, but I just couldn't drive around like that. I changed the sensor twice and the complete instrument unit twice but it made no difference. Finally, I put all the original parts back and in desperation started pulling at the cables in the engine compartment. This caused the temperature gauge to go to the maximum as soon as the ignition was switched on so I concluded the fault was the live wire from the gauge going to the sensor grounding somewhere in the loom. This is progress, all I have to do now is find it! I have never delved into the TR7's dash wiring loom so it will be interesting. In the meantime, I feel confident to drive it with the sensor disconnected. So I have had a bit of a busy time!"

Southampton Bob is also now fully vaccinated but otherwise no real news car-wise. and, unfortunately, didn't manage to get out on Drive It Day.

Guy has been busy on the extension every spare minute, has finished the tiling and is now finishing off the weather boarding when it's dry, and putting



South Bucks Cheshire

up insulation inside a now relatively weatherproof box on wet days. He did manage to take the Bond 2+2 out on Drive-It Day - as far as Screwfix.

Tim and Helen did much better. They "took the Spitfire out on drive it day and stopped off for coffee at the Royal Oak in Bishopston, where there were a number of other cars, and much to our surprise friends of ours from Swindon were there in their Austin A30 van so we had a socially distanced catch up for a while before heading back home."

Good to hear from Graham again. He too has been busy with jobs around the house, although not quite as extreme as Guy's. He has also "been doing some bodywork (rust) repairs on my Spitfire - again, for far longer than planned." and will shortly be re-fitting the windscreen frame to the car. "My car has not been out on the road now for almost a year. Tyre flat-spots or binding brakes will be my next problem, I suspect."

As we suggested previously, well look into booking an outdoor lunch in June at the Royal Oak should we all be vaccinated by then and comfortable to do so, and if the pub can accommodate us. We'll be in touch by email about this closer to the time.

Guy & Suzie

South Bucks

e-mail: varsas20@yahoo.co.uk

www.tssc.org.uk

Tel. 07818 052276

Hello all I hope you are well. We actually managed to have a meeting of people and cars in April with firstly the South Bucks meet at the Harte and Magpies with max attendance of 6 properly observed and the meeting was correct with the current guidelines at that time (It seems like I'm writing about a different time period now).

After that there was Brookland's first show of the year with them having there Drive it Day on



the Saturday (In comparison with everyone having it on the Sunday but I think this was for guidelines or something) where me and my dad decided to take the TR7 out as it was perfect conditions for cruising to Brooklands under the glistening sun.

But for June restrictions should hopefully be lifted however I'm writing this when plans could change at any moment but I'm hopeful that we can have the monthly TSSC meeting at the **Harte and Magpies HP7 OLU on Wednesday the 16th**. Thank you for reading and hopefully we are nearing the time of car shows soon!

Harry

Cheshire

e-mail: cheshire@tssc.org.uk

www.tssc.org.uk

Tel. 07779 878125

A few days ago, I got a reminder from the DVSA that said Hark the Herald's MOT expires at the end of May, and I could keep the expiry date (the 'month of grace') from the following day. So I went to our friendly MOT station and booked for Star Wars Day. At that point Hark was in the 'wrong' garage so I swapped the cars round. During this process (I drove enough to get the engines warm) I passed two pedestrians who greeted my passage in an open top Triumph with huge smiles. That really made my day.

The MOT was, as usual, no problem. But the weather was seriously out of kilter - 7 degrees and a hint of drizzle. I have tried to complain to the weather elves but I guess they were all elsewhere, having left the controls pointing at February rather than May.

For our 'meeting', the weather was even less friendly. Large areas of rain were traversing Cheshire in the early evening, but by the appointed hour my rain app indicated 'no rain expected' so off I went in Hark the Herald, roof down. I had just checked the outside temperature, 5.7 degrees. A Herald Estate and 3 stalwarts greeted me in the car park at the Crock and Pleasant. The pub was supposed to be 'open', at least until 8pm, but perhaps the warm weather (not) had resulted in them closing earlier. The Herald Estate has progressed, with nice shiny bonnet corners now attached by the required ¼ inch no.4 countersunk screws. However the speedo is reading 30% over, which could be due to the speedo (no, correct numbers, 1216), the



Cheshire - Cornwall Coventry - Derwent Valley

Cheshire Continues

gearing in the overdrive (less likely with a D type, we think), or the diff (stamped GA probably). Even a 948 diff at 4.875 would only give a 19% error. Roger indicated his Spitfire was insured but no MOT and not yet converted to historic, and Steve showed a video of his GT6 engine running, albeit with noisy tappets. I have emailed the Cast Iron World tapping adjusting spell (just two turns of the crank) to Steve to aid the process.

I have spent a little time updating the event list. There are events at **Capesthorpe on May 30th**, and **Gawsworth Hall on the 31st**, albeit with odd entry requirements for Gawsworth. There are more Capesthorpe and Bodrhyddan shows later in the year. Don't forget the **Triumph weekend at Malvern in August**, **Tatton in August** (I don't count the American show there), and **Silverstone Classic at the end of July**. Check the latest event list on the TSSC web site - you don't need to log in to get to the event list. Usual caveats about government policy of the day.

Our next meeting is on **Thursday 3rd June at the Cock and Pheasant**. First run out of the year, so 7:30 for 8. This is subject to the lockdown easing step 3 happening on May 17, and the destination pub being open and allowing 'drop in' visitors. As well as the weather, which surely has to be warmer in June than April and May? So, check the TSSC web site for the latest developments here (Cheshire section). Whatever, Stay Safe.

Henry

Cornwall

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Hi All. Hoping this report finds you all well, following my resent email to you all, I had a lovely email back from John and Jane, who arranged a very small gathering for drive it day, under the rule of six. We had five cars attending and one motorbike. A lovely drive from Wadebridge, following the coastal road through to Port Isaac, Tintagel, Boscastle then crossing over to Davidstow onto our destination of Crowdy Reservoir for a socially distance picnic. A really good drive and a great start to getting back together once more.

By the time you guys are reading this we should be well on the way for some of the covid restrictions to be lifted. So please do get in touch either by telephone/emailing me direct or on our group email to get our area up and running once more. It would be good to plan a few car runs out over the next few months. I do feel that this year will be a very trying one for us living here in Cornwall, we shall have to think out of the box for quieter areas to visit. We have a lot of rallies that are cancelled this year but please if you know one that is going ahead do let the group know.

I look forward to hearing from you.

Carol

Coventry

e-mail: phillyncovtssc@yahoo.co.uk

Tel. 02476 457487

Hi Folks. Hope you are all OK, well looks like light at the end of the tunnel at last the pubs open for indoor eating on 17th May



so we intend to hold our first meeting since lockdown began, on **Tuesday 1st June at The Bull & Butcher, Corley Moor 7.30pm**. If you want to join us for a meal in the restaurant pre meeting be there for 6.30pm and pre book stating Triumph Club to be sure of getting a place.

Well that was short and sweet look forward to seeing you all in June

Phil & Lyn

Derwent Valley

e-mail: colin.tssc@btinternet.com

Tel. 01773 531580

Hi All. At the time of writing, the Government have advised that we are still on track to meet the 'Road Map' requirements for both the 17th May and the 21st June adjustments to the lockdown. If this was the case then we should have now enjoyed our first Derwent Valley meeting of 2021, which was limited to 30 people.

Our July meeting should be a somewhat normal



Devon

affair and to celebrate this our meeting will be one of our favourite evening events - a **Fish and Chip Run to Matlock Bath**. Due to the uncertainty of possible meeting points, as to where we can safely start this run from, I will publish the final arrangements on Derwent Valley's Facebook page and our Messenger group.

Our regular meeting venue at Smalley Common is still closed for business. I will be monitoring this but I anticipate that the earliest it will re-open will be at the end of June 2021.

Stay Safe,

Colin

Devon

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IN THE PAST

Another good, double length Zoom Club Night in April when we were joined by Ian & Margaret from Budleigh. Alas they have decided to sell their 1500 Spitfire due to difficulties getting in and out of it - it does get a tad more difficult as we get older. Hopefully they will be able to find a nice 2000 or similar to replace it. Jon decided one weekend to move his GT6 on, having done the major part of a good restoration, and has set his sights on a TR6 or similar with less resto to do.

The Isle of Wight weekend (early May Bank Holiday) saw several of our members make the trip over the Solent, but alas we could not join them this year. Next year, the weekend will be at a fresh venue, **Waverley Park Holiday Centre at East Cowes**. If you want to make an early reservation email holidays@waverley-park.co.uk quoting Triumph in your enquiry. **Usual dates - 29 April - 2 May.**



DRIVE IT DAY 2021

Again this year Drive It Day was a little different in

that we could only meet up in groups of 6, but a lot of us did just that, and at least



got our cars out to play. John and I joined Mike &



Irene and Nigel & Sharon and all the BEARS for the afternoon, when it was really nice to get together again. A number of pics were posted on the TSSC Devon Facebook page and also on the Triumph Sports Six Club page. Allan & Jackie made the journey to Ian & Karen's where the Herald Pickup had a break from building duties. New member Ben Johnstone posted a lovely pic of his Spitfire 1500 at Ansteys Cove in Torquay with the Queen Mary in the background.

IN THE FUTURE

See below for details of a RUN on Sunday 13 June - can you contain yourselves?? You MUST tell us if you are coming beforehand!

June Club Night at the Claycutters - Wednesday 16 June. This will still be before the anticipated roadmap release date, so we will still be restricted to up to 30 people OUTSIDE. Pre-booking your attendance at any events will, for the time being, be a pre-requisite so please make sure you let us know if you intend to come. Everyone will still be expected to observe social distancing and of course hand sanitizing etc. The Claycutters Arms will require us all to remain seated OUTSIDE, with NO VERTICAL DRINKING ALLOWED. Yes - we know there are some members(!). The use of their Track & Trace app and ordering food via their app will be mandatory. Despite all that, we do look forward to being able to meet up safely. They have outside seating



Devon - Essex

Devon Continues

for large numbers but service will cease at dusk, and we will be expected to cancel should it rain.

COMING UP IN DEVON

Sunday 13 June Return for Ice Cream at Surfing Cow, Holbton 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.

Wednesday 16 June Club Night at the Claycutters Arms - see above for instructions 7 pm til dusk

Weather permitting

Sunday 4 July Return to AO's for 'bring your own picnic' near Totnes. Parking available in the field behind our house - hopefully your brakes work well. More details and venue in emails.

Please do let us know if you are interested in coming along. Again subject to weather.

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 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.

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.

Christmas IS Coming

OK OK - not for a while yet - but we have made a booking for our usual date the **first Saturday in De-**

ember (4th) at our usual venue, the Dartmoor Lodge Hotel at Ashburton. It will be an earlier time of 7pm this year, and we very much hope that members will feel confident enough to join us. More details later.

It is approaching mid-summer, so we hope that you are now planning to get your cars out and about with the Club - we have so much pent up enthusiasm. Get driving on all 4, 6 or 8 - whatever takes your fancy!

Sue, John and Nigel

Essex

e-mail: miketitchen@aol.com

FB - Triumph Sports Six Club Essex Area

Mike. 07860 708356

As we reported in the May edition we tried out a get together in several Gardens with six members in each Garden as you can see from the photos this went reasonably well, unfortunately the link up on



the phone had technical hitches as Marion's phone only had a short period of time left on the battery and just died on her, but in all we had a good time and good company. It was great fun although a bit



Gloucester

cold, Marion got her best china out for her group. I was able to log on to the AO zoom meeting this time as I wasn't on my night shift, it was very informative and there were several ideas that were put forward by different AO's.

The following week on the Sunday Battlesbridge opened up there breakfast morning meet up which I decided to go to, they had a very good turnout and a couple of other Essex members arrived with their cars.

Drive it day was coming up for the following weekend, I was on a weeks holiday in Cornwall and Devon so we drove our GT6 out to Widemouth Bay & along



the coast of Devon. I managed to join in with a few other cars who appeared along the way. Other members drove to places in Essex.

I was driving around Devon and Cornwall and got invited to meet up with a

on the Thursday night I got invited to meet up with a few other Triumph owners from a local Club & on Friday we took the Triumph down to Bude Canal for the day, had some fun messing around on the water.



A few Essex members went to the Isle of Wight in April/May they looked like they had a great time. Some others are going in June when lots of places should be open when covid restrictions will be over.

Shows that we have found for your diary if you are interested in attending let me know - For information

see each website

June 26th - 27th - Motorfest at Writtle CM1 3PL - Tickets required

June 26th - 27th - Motorfest at Kings Farm Chelmsford CM1 3PJ - Tickets required

July 10th - Hoddesdon Classic Car Show - Tickets required

July 17th - 18th - Classic Car & Boot Sale - Kings Cross - see website

July 31st - 1st August - Festival Of Wheels at Trinity Park, Felixstow Road, Ipswich IP3 8UH - Tickets Required

August 7th - Waltham Cross Classic Car Show - Tickets required

Mike

Gloucester
 e-mail: j.rowley269@btinternet.com
 Tel. **07802 171227**

Hello folks, hope your all doing well and enjoying some of the scattered nice days of sunshine we had in May. No excuse not to get that Triumph started...if you haven't already done so it's time to stretch their cylinders for some nice runs moving forward as we gradually start to see more and more restrictions lifted. My MK1 Vitesse has been coming along a bit



more with some final welding now finished off (huge thanks to Andy) and now just waiting for a slot at the paint shop. However, on one of the days whilst we were working away, would you believe it of all vehicles a Herald pulled up! The new XLS model! It stopped right outside my house and we gazed in amazement to see just how much has changed on this model! Was lovely to see Gareth also pull up with his Herald whilst we were working and had a socially distant coffee and chat at break-time! Made the day tick by just swimmingly. Isle of Wight 2021

There were very mixed feelings whilst traveling to



Gloucester - Herts & Beds

Gloucester Continues

the Isle of Wight this year. Delighted to be traveling anywhere for obvious reasons and really happy to be back in his Herald (4-up as well) and giving it a chance to stretch its legs. Less delighted that, as it was understandably not an official TSSC event, the wonderful activities and runs usually organised by Elaine & Tracy were not happening and that this was to be the last time at Appuldurcombe holiday park. However, it was lovely to see the few Triumphs together when, coincidentally, everyone happened to fancy an ice cream from the same van at the same time! It was great for Jane, Hugo, Jo & Brian being on the Island and everyone had such a lovely weekend which just proved how much people have missed these events over the past year. Gareth has already booked for 2022 and is excited to stay at the new location, Waverley Park Holiday Centre.



Isle of Wight Photo thanks and credit to Jane. Isle of Wight information thanks and credit to Gareth.

Events coming up:

(all pending Covid-19 restrictions)

June 21st - all being well all rules to social distancing lifted and what we all hope to be normality.

June 21st - Highnam Court. A lovely event in which proceeds go towards helping sick and disabled children. Please book directly with the venue. <https://www.piedpiperappeal.co.uk/classic-cars-and-gardens/>

August 13th-15th - Inter Club Triumph & MG weekend. Such a big weekend, we are fortunate to have it in near to us. Please order your tickets directly from the TSSC at www.tssc.org.uk or contact Angie Hill directly on 01858 434424. The event is refundable should Corona return.

A reminder about Le Mans 2021 - as the event is not running this year, please contact Vicky with options of transferring your booking, selected options & ferry crossings over to next year or for any other Le Mans queries.

In the meantime as always folks, stay safe, see you all soon and keep them running smooth on all 4 or 6!

Costa

Herts & Beds

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

Tel. 01582 750943

Hi folks, at last some news from Herts and Beds, we have a start date for area meetings at

The Raven. Hexton. Hitchin. Hertfordshire. SG5 3JB.

Starting May 24th at 8pm all socially distanced and tables of 4 -6

<http://www.emeryinns.com/> or Tel 01582 881209

If you want to eat please book yourself in

Drive it day 25th April we managed 23 members happened to arrive at Baldock Services and 10 cars and no prize for Mathew who joined in from Downham Market, trundled through the byways to arrive after 36 miles to Dobbies Garden centre Huntingdon for an adhoc amble around the pansies with some



managing a fish and chips out side the cafe area, what a pleasant days natter and meeting friends for a change everyone in thier own cars bubble and social distanced all within FBHVC guidelines Iv'e refurbished Brian's GT6 gearbox which helped get to keep it off the road 30 years, back on the road this year (that's the plan!)

Our Own Doc Martin continues to vaccinate and with dates getting closer for full levels of freedom the summers looking better

We have a date for **Duxford as Sunday the 5th of September**, yes it clashes but all events that day are varied to suit all tastes.

Getting dates from a closed IWM is not easy and pricing details are not available at time of writing but check out our advert which should have them, hopefully.

Get the cars running, find the smiles, things are looking better ...live in hope

Peter

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



Isle of Wight West Kent - M25 East

Isle of Wight

e-mail: tsscior@hotmail.com

www.facebook.com/groups/78675055371248/

Tel. 07842 249591

West Kent

e-mail: westkent@tssc.uk

www.tssc-westkent.org

Tel. 07810 102525

Well we had a great Bank Holiday weekend and managed to 'bump' into a few mainland visitors in their Triumphs. Apuldurcombe campsite had a good atmosphere with a fair few cars dotted around and many friends catching up on the last couple of years. Lots of ice creams, beach walks, pub meals and takeaways all carefully managed meant we could see all the friends that we realised we had missed so much. All in all a lovely time was had, although a few of us were tired afterwards as we are not used to so much socialising!



Quite a few of you managed to head over to next year's venue, **The Waverley Park Holiday Centre in East Cowes** where Julian and his team managed to show you around and we are pleased to say that many caravans have now been booked. If you would like to book yours too, you can telephone 01983 293452 or email holidays@waverley-park.co.uk and quote **TRIUMPH** for the discounted rates: Osborne 8 berth £165, Victoria 6 berth £153, Albert 4 berth £138, Beatrice 4 berth £132, camping also available and reduced fares on Red Funnel ferries, their website www.waverleypark.co.uk

For our local members, we will be organising a drive out somewhere soon, meanwhile if you would like to join us on a Friday evening up at Compton car park, we will be there with takeaway pizzas from Fuoco or Wightwood in Freshwater.

Happy motoring!

Tracy & Elaine

And of course, the big news is we're back in business. First meeting at the **Pheasant**. This use to be the Woodman so we haven't changed venues it changed to The Pheasant Plucker. (cringe).

Here and after known as the Pheasant. Arrived on time to find Anne already there. Joined by Colin, Ken, Del, and David (in MG) Then the new arrival. Welcome to Bertie with a nice white GT6. Seems a great guy so I hope he comes back. Much enlarged garden there so plenty of space Yep we did get seven of us, but Ken and Dell had their folding chairs so 5+2. Bit chilly but a great start.

Wednesday all set for the Bodiam meeting. Annoyingly I had me second jab, so wasn't really wasn't up for it, plus they did say wet and windy, although it turned out not bad.

Now I think next meetings we can get inside so all set for the **25th 26th May**. No shows planned as yet, there appearing, but limited spaces, so fully booked. Something I'll try and arrange is a run over to the Gatwick group. Good to meet new faces.

Take care,

Colin

M25 East

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www.facebook.com/groups/152603311545573/

Tel. 07938 526324

Hi all, it's now June and you are officially allowed to get excited! Things should be on the road to normality this very month.

For the first time in ages we have actually got events pencilled in. Our first one is the Steam Show at Tinkers Park. That should be a good un as there's a few of us booked in to camp. Also later in the month is another Steam Show at Whitwell in Hertfordshire. This is a new show for us and it does look a big one. Again, quite a few of us camping.

All of which reminds me - I better bring our Dandy out of hibernation and give it a bit of a service. Hopefully, by the time you are reading this we would have had our Tinkering Day at the end of last month and our cars will be fully prepped for the up-



M25 East - Newbury

M25 East Continues

coming travels.

The big one this year is going to be the Triumph and MG Weekend at Malvern in August. Better make sure those Triumphs and Dandy's are up for the trip. I think it's about 160 miles for us. I think that's going to be the furthest I've towed the Dandy to date.

Whilst on the subject of the Triumph and MG Show - the club are asking for volunteers from each area for various tasks over the weekend. It will only take up an hour or two of your time over the whole weekend and it is aimed at keeping the price of the tickets down.

I did some directing of traffic at the Stratford show and to be honest it was quite a good laugh. It'll only be stuff like car park duty, gate duty, club stand etc - nothing too complicated. If you feel can spare an hour or two just go to the 'Participate' page on the Triumph and MG Show website and sign up.

Apart from the two organised shows this month we can always organise a day out ourselves. Maybe a



breakfast meet or a run out for lunch somewhere. We can wait to see what the weekend weather is and go from there. As there's no recent pictures to show, this month's offerings are from past camping weekends - just to whet your appetite. That's about all for this month - next month I will actually have something to report on. Cheers

John.

Upcoming Events - Fri 4th - Sun 6th - Tinkers Park Steam Show

Fri 25th - Sun 27th - Whitwell Steam and Country Show

Newbury

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Tel. 01635 868640

Hopefully, we will be able to get our meetings up and running in June. We are certainly all crossing our fingers. And, as the search continues for a new venue for our club nights, more and more cars are coming out of storage. Although my car is still in bits, awaiting a paint job, I was fortunate enough to see both a Herald and a TR3 whizzing past recently. To see these cars out and about brings a buzz of excitement and a smile to the face.

I wonder whether the Herald I saw was for sale? I know our area organiser Dave has been looking for one. He was close to buying a 13/60 saloon, but couldn't agree a price with the seller, so he is still on the hunt.

Dave had taken his Vitesse off the road (SORN) last year, due to the virus. After having a second job, he decided it was time to get the Vitesse back on the road. After many months of slumbering, he jumped it with a spare to avoid straining the main battery. After turning the engine over to get the oil pressure up, it sprang into life. And there it was: the heat and smell you only get from a classic car.

Next, Dave plans to get the TR7 going too. Nigel, however, has beaten him to it, dragging his TR7 into the light after 8 months in storage. It was a bit grumpy on start up but, after 5 minutes or so, the car settled down to a smooth tick-over. That was at 9am and the MOT was booked for 10.30. Nigel watched her go in all lights working, until the brake light test when the switch decided to stop working. A minor disaster was averted with a bit of quick thinking. Within 30 seconds Nigel had the switch off and, with a couple of squirts of WD40, it was fixed in a flash. The outcome was a pass. What a result!



Norfolk

Nigel has since driven over 150 miles and still loves his TR7, a highly comfortable and capable car.

So that's all for now. I wish all club members a fantastic month. I am sure we will be back to club nights soon and I will be able to hand over the various quiz prizes that are accumulating in my glove box. Happy motoring.

Robin

Norfolk

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e-mail: paultssc Norfolk@gmail.com

Mike. 07828 103064 /01502 476699

Paul. 07584 000442

Things finally seem to be happening! We had a successful Drive It Day run out with a Scatter Treasure Hunt on Sunday 25th April. To help comply with the Covid restrictions there was a selection of six possible start points that, combined



chosen. With three cafe/toilet stops there was no obvious finishing point in order to avoid the risk of too many gathering at the end of the rally.

The venues included a ruined castle and church, craft centres and



cars on the run - three points for spotting one at a location and five points if the navigator managed to snap one

with a variable start time, reduced the risk of any "bunching" up at the start. The rest of the venues could be done in any order



a country park. Three points were given for correct answers but most of the points were given for spotting other



on the move. There were also two double pointer bonus cars this year just to add a bit of excitement.

We had 14 classics turn up including a hat-trick of big Triumphs, making them the most popular model on the run. Other Triumphs were two Spitfires, two Vitesse, two TR7s, and a TR4A. Non Triumphs attending were two MGBs, a Trans Am (the double pointers) and a VW camper.



The winner, with a total of 74 points, was the Rutter clan from the TSSC Cambridge area. A suitable prize has been awarded. Runners up were Andy and Gill followed closely by Steve and Delia.

Thanks to all those who took part, it was great to see so many Triumphs darting about Norfolk.

By the time you read this the Fish n Chip run to Cromer should have come and gone. Again to comply with covid this was limited to 30 people.

At the moment we are staying with Zoom for our regular meetings but are aiming to do monthly 'run outs' over the summer so we can still get together on a regular basis.

Future TSSC Norfolk events coming up:

Monday 14th June - Monthly Zoom meeting. Details to follow.

Sunday 27th June - End of Covid run out finishing with a get together for tea and cake. This is still at the planning stage. Details will be sent out via email nearer the time.

Sunday July 18th - Fish n Chip Run to Dunwich
Sunday August 22nd - Repeat of the 2020 New Year brunch run to Peter Beales. A chance to do the route in the sun!

Other TSSC events

Friday 6th to Sunday 8th August - 35th Sunshine Rally, Leicester and Rutland area camping weekend.

Friday 13th to Sunday 15th August - Triumph and MG Weekend at Malvern

Friday 3rd to Sunday 5th September - Northants Area camping weekend.

There should be a Norfolk presence at all of these events for those thinking of attending and needing a bit of encouragement.

Looking forward to meeting some of you soon.

Paul



Northern Ireland

Northern Ireland

e-mail: heatheranddouglas@gmail.com

Tel. 07707 288233

Well, that's another month nearer a release from lockdown, hopefully and thankfully. On Sat 17th April we had our Lift, Look and Lubricate at the home of Colin and Heather (L) at Scarva that, of course, included our annual trunnion oiling session. Not as well attended as previous years for a number of reasons and so it meant that we all had extra time on the lift. We have Gavin and Sam in the big 2000 looking splendid, as usual, then Barry and Elaine in TINA, Simon and the yellow Spitfire and Heather and myself in the GT6, for a change.



GT6 first up on the ramps and all went well with the trunnion oiling, gearbox, and diff oiling going to plan until we started looking about the rest of the car whilst up in the all-important ramp. A quick examination of the track rod ends and steering discovered that the rubbers were badly worn and split so further time was taken to look at the rest of the car and we came to the conclusion, in view of the way that the car had driven on the way down over the speed humps, that either the shocks or the springs needed replaced. It would appear that at some time in the past that the springs and shocks weren't compatible with each other. In view of this it was decided in for a penny in for a pound, so it was agreed to replace both the front shocks and springs. This time though we were to order the standard ones as the lowered ones appeared to have created the initial problem in the first place.



Next up was TINA, the Herald, in the capable hands of Barry (F). Again, like the GT6 all went well with the trunnion oiling and then on to the lift for the diff and gearbox. Again, all good, and then we spotted it - an oil leak from the timing cover area at the front of the Herald engine. This was particularly frustrating for Barry as it wasn't

all that long ago that he had replaced the oil seal around the timing chain, in fact, less than a year ago. I now understand that the matter has now been attended to, but it did take some time as it required the removal of the radiator and the grill from the front of the engine as well as some movement of the starter motor to get the job done properly.

Whilst Colin was doing most of this work, we also had two other able-bodied members looking at other problems that had manifested themselves with the Hogg family cars. By appointment, thankfully, Gavin (M) had come down to look at the carburettor problems with Simons Spitfire whilst the GT6 was on the lift and then after the changeover Gavin, joined by Barry, attended to the operation of my temp gauge and the fitment of a few other replacement parts.



Whilst this was taking place, we had the Spitfire having her trunnions attended to and then the next task being the diff and gearbox oils. Again, whilst on the lift, we noted that the track rods ends were past their sell by date and a note made on replacements and a further general check made of the car whilst we had the opportunity of having it on the lift. Like all tasks being performed by men we needed a break, and we were all thankful for a cup of tea/coffee and, of course, the proverbial tray bakes and biscuit. A big thank you to Heather - it was much appreciated by all. A big thank you to all who helped on the day in relation to the mechanical matters. Some brave men were wondering if this was the Meghan-Oprah interview - my life span consideration stopped me replying!

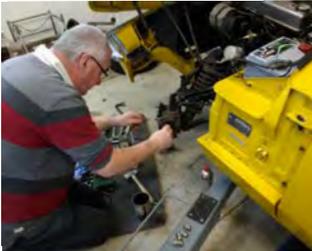


One further point was attended to in the Spitfire and that was looking at the brakes as, at times, they



Northern Ireland

didn't appear to work to their full capacity and so arrangements were made for a follow up date for the GT6 and the Spitfire. A few days were then spent on eBay and other related sites with Paddocks being the favourite for many of the parts, although an old eBay friend of Colins supplied the track rod ends for both cars at a very reasonable cost - thankfully. A few other parts needed for the Spitfire that included a temperature gauge and a sensor to be on the safe side as well. Another visit was made to Colins with the two cars with the GT6 being first up for the fitting of the shocks, springs - already powder coated black - as well as the track rod ends. Naturally, Colin being the mechanic he is, had them all already built up for fitment and it didn't take too long.



From my non mechanical point of view, I was amazed how short a time it took to do I all, although the task wasn't helped with the engine shields that I had fitted to the car previously. GT6 sorted and so next up was the Spitfire and although the fitting of the track rod ends went well, and I learned a lot just watching, it was when we started to look at the front brakes we were in for a shock. Whilst one side was reasonably easy to dismantle, we had problems with one of the calipers even with all the tools we, I use that word loosely, had at our disposal. You could actually see how far the seized piston was sitting out compared to the retracted one - it should have been completely flat against the caliper body as most of you would know. In view of this it was considered best that the car was left with Colin and "a few more parts" ordered with Paddocks again, as all their prices were reasonable with Colin being a frequent visitor to their web address.

In view of this I thought that I would make hay while the sun was shining and asked Colin to fit an Accuspark system that I had bought some time ago for the Spitfire in view of its constant starting problems from cold. We made good our escape when the time was ripe as we had left Colin with a considerable amount of work to do whilst we were away although arrangements were made to return in about ten days or so for collection. We were kept up to date daily throughout the wait and these are a few of the problems he encountered. I've fitted the elec-

tronic ignition; straightforward enough but I'm concerned about the kit - I think that car was originally ballast-resisted on a 6-volt coil but has been changed to non-ballast, since I found the wires to the ballast resistor cut. If it's been fitted with a 12-volt coil, then I need to know if the Accuspark kit was originally for 6 v or can it be used in 12 v systems. I'm not sure about the age of some of the brake lines and the hoses so have made one up and will fit a set of stainless braided hoses that I had lying in a drawer; they'll give better feel to the brakes. I haven't tried starting the car yet until I confirm the ignition but want to change the fuel filter; the plugs actually look very good in colour so might just leave them. Went to change the fuel filter and found that the lower fuel lines were held on with cable ties, and the upper ones with nothing at all just pushed onto the metal pipes. New filter and proper clips no fitted. I realised the brake lights were stuck on, tried to bleed the brakes this morning but there was no pressure at all from the pedal, so checked the master cylinder and the internals just fell out. The seals were just gone. Luckily, I had a new one in the drawer for my Herald, same 5/8 bore so it's now fitted and working well. I also made up a new brake pipe in kunifer as the old one leaked badly.

A big thank you to Colin for all this and I will be making a substantial donation to the club in relation to his work. It just goes to show what could happen if your car isn't MOT'ed regularly, or properly checked, no matter what it looks like from a distance.

That's about it for this month and keep safe and well until we meet again. Please remember our weekend away has now been moved to **Sat 12th June for two nights (12/13th) at the Belmore Court and Motel at Enniskillen** with a discounted price of £210 for two persons sharing, with breakfast. A full programme has been put in place for the run to and from Enniskillen and during the time there on the Sunday. I must say I am more than a little disappointed in the numbers going - could be better supported in my view.

Douglas.

Please Send Area News to:
courier@tssc.org.uk
By 8th of each month - Thank you



North East - Notts Peterborough

North East

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Well at long last we can start getting back to normal. Our first Area meeting will be on **Sunday morning the 6th June at Brian's facility in Durham**. To adhere to Covid regulations we will have to be outside so lets hope for better weather than we are having at the moment, no doubt we will have a lot to talk about, so bring a chair.

On drive it day a few ventured out and met up in Nenthead for a picnic, it was a bit brisk and the rain gods never showed their faces all day. we took in some windy roads on the return route with Jet pilot Beadling setting the Pace, and i hope those following didn't loose to many parts.

The GT is finally getting painted, at the time of writing the bonnet is completed and just about to start on the tub, so I may not have it with me in June as there is a lot of little jobs to complete after painting is finished

Look forward to seeing you all **SUNDAY 6th JUNE**

Geoff

Notts

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Hope we are doing ok guys? We all hanging in there? We have popped into Stags Sports bar to check are we ok to meet here still. We still need to be cautious and keep ourselves safe but looking good on planning our first get together on **23rd of June or 30th June**. Same time from 7pm onwards or if you wish to get there earlier its open from 5pm.

We are also thinking about doing another get together and another day for a drive and meet up for coffee elsewhere. Just in planning at the moment. We will send out texts to let you know definite answers as time and place we meet.

Here are some events for you if you wish to attend. **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 mg weekend at three countries showground at Malvern. Book through the Tssc website www.triumphandmgweekend.com follow the link have your membership number ready or contact Angie at club 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

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It was nice to see another decent turnout for our May meeting with 10 'Zoomers' joining in. I was also pleased to make it on time for this one (early actually) but apologies for departing early - a mad day at work meant no tea before the meeting and I really didn't want to be sitting down to eat at 9pm.

Excitement certainly seems to be building towards our first 'face to face' meet in over a year, which is planned for **Monday July 12th**. Doug did however sound just a word of warning following a conversation with Matt at the Five Horseshoes. Matt has basically said that he will make no decisions on unrestricted, full-time opening until the government roadmap is confirmed on June 21st. However, assuming everything goes to plan then there is no reason why we cannot meet as planned in July. It is the middle of summer so hopefully it will be fairly warm, and we can meet outside with our cars which will afford a degree of natural social distancing. Another good idea is the proposal to meet earlier - say 6:30pm so we can enjoy the late evening sunshine (says he with fingers crossed) before the temperature starts to dip. Keep an eye on these pages next



Scotland Central

month and on Charlie's emails for confirmation of a return to meetings.

On other matters it was a little uncomfortable listening to Doug's account of how the Baston Car & Bike Show will be going ahead, but now organised by a commercial enterprise - Live Promotions. They appear to have rather hijacked the event, but they have promised a sum of money to the original 'Baston Events' team for charitable use. If you are interested in going, it will be at **Grimsthorpe Castle, Lincs over the weekend of 3rd and 4th July.**

It looks like there were some club cars out on Drive It Day although it does appear to have been a fairly quiet day as far as the numbers were concerned. Steve Abbott went out and finished his drive out with a visit to his mother-in laws. Doug had his TR4 out on Drive It Day with his NSPCC Plaque and got photographed by BikerPics on the B676 from Colsterworth to Melton Mowbray - apparently these guys regularly do action shots on their chosen routes which are known to be good 'drivers roads'. They certainly captured Doug's yellow TR4 really well.



Behind Closed Garage Doors

Again, we have Doug to thank for a brief update on what has been going on in our garages. Graham Bellamy has now purchased his anti-roll bar for the TR4A - but is still waiting for the fitting kit to arrive to complete that installation. He is also looking to have a new distributor fitted which should help perk up the timing of his ignition.

Graham has also been helping Colin Saunders with the front brakes on his Spitfire. Colin has purchased some reconditioned callipers and new discs. No doubt more on this in the next issue.

Finally, Chris Bourne is still awaiting his renovated cylinder head from Ivor Searle Engineers of Soham. He was quoted a very good price and is hoping the work is good as he now plans to send them his gearbox as well. As he put it; 'I have dismantled the car far more than I should have but whilst its in pieces I may as well get everything done'. Fingers crossed Chris and we all hope it goes back together as easily as it came apart.

Has anyone noticed how my monthly reports have been getting longer and longer? Well not this month! I am right up against Bernie's copy deadline, so I'll finish now and get this off to him.

Our next meeting will hopefully be our last on Zoom. It will take place on **Monday 14th June** at 7:30. As always, Charlie will email out an update shortly before and will include a link together with instructions for those that are not familiar with Zoom. Why not join us, it would be great to see you and it will hopefully mark the end of a historic period in our lives when car meets were conducted on computer screens. Let's keep our fingers crossed!
All the best

Paul & Charlie

Scotland Central

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www.tssc-scotland.org

FB. www.facebook.com/groups/TSSCScotland

Please be advised that the Hamilton Town Classic Car show in June has been cancelled for 2021, Please be advised that the Millport Classic Car show has been **m o v e d** back to September (Date not yet confirmed)



We will be having our first run out to the Big

Red Barn near Elsrickle on the Biggar to Edinburgh road on the first weekend in July, further details to follow.

A number of member will be attending the **Silverstone Classic the last weekend in July**, if you fancy attending this Show please let me know and I can pass on details etc,

We have managed to **Book a Club stand at the Kames Classic Car show on Sunday 8th August**, Numbers are limited and on a first come first served basis, if you want to attend please let me know, We will be attending the **Triumph Inter Club event in Malvern on the weekend of 14th August**, most members will be camping Friday to Sunday and coming back up the road on the Monday if you wish to join us please let me know,

I plan to have 2 events in September and details will follow, (Millport classic plus a run) it has been suggest that we organise a run to Port Patrick Jim is eagerly awaiting the deliver of his triumph



Scotland Central Somerset

Scotland Continues

1500 FWD, will be great to see yet another Triumph model in the Club.

For those of you who struggled with connection to the zoom meeting this month I will send out details on our Facebook page just before the meeting next month

Stay safe and let's look forward to getting together soon

Dave



Somerset

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We have been Somerset AO's for two months now. The first month was hectic as it seemed that event organisers all decided to announce that their events were going ahead in 2021 just two days after we took over as AO's. So, it was good news, but we had to get up to speed very quickly and get stands booked at the local shows and inform our members of the arrangements.

Somerset TSSC have stands at the Steam and Vintage Vehicle Rally at Norton Fitzwarren near Taunton, the Beachside Classic and Vintage Vehicle Show at Brean near Weston-Super-Mare and the Bridgewater Classic and Vintage Show. We may also be attending the Somerset Festival of Transport at Frome Showground and will let members know the details soon. If anyone is interested in attending any of these shows, please contact us for more information.

We have booked to go to the Inter Club Triumph & MG Weekend at Malvern with the Vitesse. The price for two days or three days is the same so we booked for three days but will probably just go for two. This is looking to be a great show with a huge number of vehicles so will be well worth a visit. Tickets can be purchased from the TSSC shop website.

Our big day in April was the Drive-It Day on Sunday 25th. We did not organise any drives due to the ongoing Covid restrictions but there were still a lot of Triumphs out and about in Somerset.

Scott Downes was busy on Sunday but was out around Cheddar Gorge and Priddy on Saturday. Maggie took the Spitfire out locally and managed to get photos at two pubs and a church. Martin Hughes



took the Herald 80 miles around West Somerset. Austin Foxwell took his Vitesse out for the first time this year with a short drive to Chew

Valley Lake. Dave Gunning drove out to Shearwater near Longleat and Nunney Castle in his Vitesse. Chris and Debbie Beacham took their Spitfire to Stourhead.



Our Drive-It Day quest in the Vitesse was to visit local landmarks and scenic locations with a view to entering the TSSC photo competition. We took photos at Glastonbury Tor, Cheddar Gorge (in exactly the same place as Scott took of his Spitfire the day before), Chew Valley Lake, the very photo friendly Royal Crescent in Bath and the historic church in our village.

We didn't win anything. We saw a Stag and a TR6 on our journey, but I am sure a lot more members were out enjoying the Somerset sun in their Triumphs.

An unexpected benefit of Drive-It Day was that in a period of 4 days over the weekend we had 5 new members join the Somerset TSSC Area Facebook Group. This was probably due to the increased activity on the group during that time encouraging people to join. Of course, not all the Facebook group members are TSSC members which is something for us to work on.

We are still looking for a permanent meeting place for our monthly meetings (second Thursday 8pm) and are making a second visit to a pub sometime after 17th May when we are allowed inside. By the



North Staffs - Surrey

time you read this we will have made a decision and will have let members know the results. Our Vitesse has been back on the road a few weeks now after a lot of work during the lockdown. It is running a treat now and is a pleasure to drive. It is being used as often as possible now. Keep enjoying your Triumph.

Alan & Denise

North Staffs

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

Tel. 07939 603061

Hello All. Hopefully, by the time you get your Courier, we will have had some more easing of the lockdown and the meetings will be back on.

There has been very little happening so this will be brief, I seem to have been spending most of my time trying to keep the everyday cars on the road lately, the latest is having just replaced a flexible brake pipe I'm struggling to remove the bleed nipple to allow bleeding.

No spanner I have is a good fit possibly due to some rusting, other bolts on the braking system have the same spanner size issues, and there is also a good chance that the bleed nipple will snap off.

I just hope it doesn't, as all the bolts holding brake parts are seized and with ill-fitting spanners, it could be a long job.

Will I ever get back to doing all jobs needed on the Triumphs?

Drive it Day was a little disappointing as only three cars took part in a short drive and meet up at least it was a fine day and not cold.

I have added some more events to the list as it now seems the show promoters have started to add dates and events on their websites.

How many of you are planning to go to the Triumph & MG weekend in August?

let's all try and support the club by attending and if you can help out by volunteering by giving an hour or so even better, (there's free beer on offer tomorrow)

Looking forward to seeing you all again soon.

Cheers

Dave

Surrey

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Dear all, welcome back, first words for some months but been very busy staying alive. Hopefully we are all okay and got through the strange times and are now on the home straight.

The Isle of White was fine I gather, although I must admit camping would have been an experience, even with a bonfire in the tent. Nice photos from Adam and Martin (and families) shame we couldn't be there but no washing or bodily functions for three days would have been a challenge.

Paul, Jeremy and Cliff did have a drive out through Kent (drive it Sunday) with an interloper with an MGB, fun and a nice pint in the sunshine at Lamberhurst. Met some nice folk at Penshurst for a cupper and a chat. Paul now has first-hand experience of driving a car with no brake fluid, stopping slightly compromised!

Looks like a good turnout for the August MG/Triumph weekend and if all goes to plan we should be back to normal - well almost.

Martin has just advised their summer holiday plans, it was very nice of him to invite us all along to join them after the Malvern trip.

I now have electronic ignition on the Spitfire which hopefully will resolve the odd blip and splutter. Adam's (provided) new alternator is certainly quieter. Bob did a track day at Goodwood, but at the time of writing I don't know how it went, certainly jolly nippy.

We should be able to arrange a meet in May with rule of 27 and vegans only in place. Botley now seems off the agenda as they want to concentrate on weddings, so the new venue is the Red Barn in Blindly Heath.

Can't think of anything else at the moment so keep safe and we shall all meet up soon, all the best

Cliff.

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



West Sussex

West Sussex
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After many months of being able to do very little with our Triumphs, April 2021 finally saw a good selection of our cars getting out and about - and their owners letting me know. Still no Area meeting, but it feels ever closer.

Drive It Day saw Area Organiser Nigel out and about and able to capture a rare picture for us - a group of Triumph convertibles all out together - and all clearly at considerably more than 2 metres distance!



Paula was able to join in with the the Manhood Classics/Hayling Legends Drive It Day tour around parts of West Sussex and Hampshire - and seems to be leading the pack in this picture, as we would expect from a Triumph



Having uprated the wheel studs on his Vitesse to Freelander ones, Dominic headed to Beachy Head

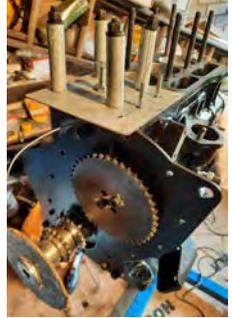


He even got a wave and a thumbs up from a presumably unwitting Freelander driver - unaware of the connection now forged between their two vehicles.

Beachy Head is obviously a popular venue, as Sue headed to the same place, same parking spot, for an early morning walk and coffee



David, whose impressive endeavours with his Spitfire were reported last month included beginning work on its original engine, has clearly made some very real progress. The engine is now rebored, has a full complement of pistons and David has set to syncing up the crankshaft and camshaft, fitting a degree gauge to assist. Pic



We are delighted to report that a new member - Doug - has wisely chosen to join the West Sussex area. Doug introduced himself, and his unusual car, via our Facebook page. He actually just chanced upon his Vincent Hurricane on Auto Trader: "I'd never heard of a GT6 Vincent



Hurricane before, but there was just something about her that had me returning to the advert daily and eventually calling the showroom for a chat. I did a bit of research - there's not a great deal about them online, but enough to

keep me interested and I ended up talking to the dealer a few times. I guess it was the distance that was putting me off - she was the other side of the country. But 2020 was a tough year, my family was particularly affected by covid & despite this being my first foray into classic cars, I took a punt and went for it!

So a week before Christmas she arrived and was tucked up in a garage waiting for a dry day. It was on the second outing that I got my first taste of classic car ownership as she came home on a transporter after a rocker arm broke!

That brings us up to today where shortly she'll be going to a specialist classic car garage in Liphook for some TLC to hopefully be ready for some sunny drives soon!"

This is the original spec which is quite interesting: http://vincenthurricane.org/Vincent_Hurricane_Reg



North Wales - South Wales

ister/Media_files/vincent_brochure_1.pdf
Finally this month, I'll share a picture of my Spitfire at the Brittany Ferries Terminal in Portsmouth.



I'd popped into Portsmouth earlier to see my youngest son & had a bit of trouble persuading the Spitfire we weren't getting straight on the ferry to France or Spain. At least there wasn't a queue. Hopefully we're edging toward the time when we can start to meet up again properly, so I will close by wishing you all well and hoping that we see some of you at an Area Meeting soon.

John

North Wales

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Hi, everybody. April was another quiet month. Our Chester & Wrexham group had the usual Zoom meeting on Tuesday 6th, and as we have said before it is an excellent way of keeping in touch. However, don't forget the telephone! There are some events being planned for, but because so many have been postponed there are the inevitable clashes.

We should have been on a trip to Ireland at the beginning of April, but that has been given a new date in October.

Sunday 25th was the official Drive-It Day, so we took our XK8 and met up with some members of the Jaguar club at Chester Lakes. Even though meeting out in the fresh air is certainly safer we all kept a safe distance. M.G. Pete let us know that on that same day small groups of six people in M.G.s and Triumphs took a drive out to the Welsh coast: Borth-Y-Gest seemed to be a popular destination. And of course the good weather made it feel even better.

That is about it for now, let us hope that things will start to even out now, as the vaccination programme is rolling along pretty well.

Please remember that you can always contact us by e-mail or telephone if you have any queries or questions, or just want a chat. In the meantime take care and stay safe.

Helena & Roger.

South Wales

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Tel. 07802 204068

Well it's been one of those relatively quiet months here in South Wales with the club managing to get a run out for Drive It Day from Cardiff to The Mumbles just south of Swansea. Unfortunately I was unable to attend myself due to my daughter moving



out to her new house so the account of what actually went on is based on here say and the ramblings of Crazy George who was phoning me up to try and sell me his pristine Merc, claiming it was more reliable than my BMW, which he has now decided is too hard to get in and out of? Anyway this was all off the back of another tale of woe where my BMW 330d has actually caught fire on the way to Bern's unit. Totally without warning the engine caught fire and luckily I read the signs (a lot of smoke being one of them) and cut the engine preventing any critical damage to the car or the engine bay. Also, luckily it happened on a country road and not the fast lane of a motorway as the engine simply dies without warning. It turned out to be the much reported EGR valve recall where this valve fails and allows cooling glycol into the inlet manifold and when the water flashes off the glycol acts like fuel and ignites in the plastic inlet and the engine burns out from the inside. Be warned do not ignore this recall if you have the letter. To be fair BMW were superb and the car was taken to the local workshops and totally re-



South Wales - Wessex

South Wales Continues

paired like new and is now cruising like it should. Another thing I can say I have learned is CARRY A FIRE EXTINGUISHER the bigger the better especially in classics!

Bern had the foresight to arrange a run to the Mumbles to celebrate Drive It Day 2021 and it was well supported by all club members who could attend. Bern was joined at Nantgarw Two Arches Caf  just north of Cardiff by Eddy and Mo in Eddy's new Dolomite and ensuring all covid security was enforced the Monmouth Mafia, Mike and John in the twin Acclaims. Crazy George turned up to road test his recently acquired Merc Cabriolet moaning that it was all over the road with the dodgy ball joints. It was great to see Paul and Barbara out in the Vitesse for the first time in many months with the car running well after a long layup. The cars set off observing 2m distance towards the heads of the valleys and the main cross route to Neath. After a good un-



eventful run in the morning sun the group pulled up at the Two Arches Caf  Glyn Neath to meet up with John in his immaculate red Spitfire Mk IV. After a quick pit stop the club cars set off enroute towards Swansea and onward to the Mumbles peninsula. On arrival the cars were parked up in line and provided some classic eye candy for the locals and visitors, the cars also looked well in the spring sunshine. Most went in search of coffee carry out and a safe stroll along the sea front. After the traditional random photograph time had marched on and it was time for a goodbye honk on the horn and the club headed back east towards Cardiff, Newport and in the case of Mike and John Monmouth. Now there's commitment, well done lads. Hopefully this will be the start of more regular outings as the restrictions ease we may even manage a club meeting

in the not too distant future. Thanks to everyone for making the effort to get out on the roads again in their Classic Triumphs. Stay Safe.

Al

Wessex

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Trying to find the positives to report has not been easy, especially as I am not the most optimistic of persons, I think of myself as a realist, but that still means the "glass is half empty!" We are not out of the woods yet, waiting on the 21st June, though things are looking promising, well, at least for our country! The debate still is, foreign holidays, will we need Covid passports or the NHS App, if it is up and running? Better still. . . . stick with good old blighty! Lets' not dwell on these things, we'll immerse ourselves in our own little world of classics. **Breamore House, Classic Car Show, 15th August 2021 - 10 am - 4 pm**; hopefully Trevor has received an email from all who wish to be included. **Basingstoke Festival of Transport 22nd August**, later than usual. This is the week after Breamore, some have decided to give it a miss, so we will not be having a club stand. 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.

TR Wessex Invited Car Club Night, 7.30 pm July 27th 2021 at the IBM Grounds Hursley north of Romsey; "The Triumph TR Wessex Group are holding our annual gathering, we shall be delighted if you can join us with some of your club cars for a leisurely park up 'n display event. This is a free event. A BBQ will be set and is available for anyone to DIY their supper! There is also the IBM club bar. Please share this with your club members and let me know if you or your club members are likely to attend and I can send you further location information, see you in the sun! Best Regards, Richard Nevines".

Le Mans Classic, postponed for another year, that leaves Silverstone Classic, which we are still hoping to attend, if we think it is safe.

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**



Wessex

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). **Beaulieu Auto-Jumble, 4th – 5th Sept. BPPC in conjunction with Swanage Railway, Friday 10th – Sunday 12th Sept, includes the Swanage Folk Festival.**

I apologise for repeating some parts from last month's report, I have added a few more of the local events that have a more than even chance of happening. Most seem happier to stick with local events, or at least places that are easier to get to without having to use motorways (that is another bone of contention. . . . Smart Motorways!).

The west of our area is always a favourite, less traffic (not always!) and we can always find a picturesque route. I have been checking various Webb pages of local runs/shows that we have attended in the past, but they seem not to be updating, at best, it is the standard Covid disclaimer. Hopefully they will be coming out of hibernation soon and announcing their intentions for this summer and we will be able to give our support. As for our monthly meetings, the weather has not been conducive to sitting outside, especially evenings, so I cannot say if an unofficial May get-together went ahead, or if our usual venue has even reopened! June also might be an unofficial meeting, we will need to see how things are, how busy pubs are and if you have to book. When we know how things are developing nearer the time, we will send a Triumph Wessex email.

Keep smiling,

Martin

Leicester and Rutland Area

You are cordially invited to the

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

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

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

Friday Night

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

Saturday

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

Saturday Night

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

Sunday

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

Prices:-

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

For more details and a booking form please contact:-

Jan on 07799804415 J.muschialli@ntlworld.com

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



**STOP
PRESS**



Join us for the Northants Area

CAMPING WEEKEND

Friday 3rd September - Sunday 5th September 2021

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

This year's theme is...

Hawaiian

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

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



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

BE PART OF HISTORY

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



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2022 TSSC Isle Of Wight Triumph Weekend

Friday 29 April to Monday 2 May 2022

*** NEW VENUE ***

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51 Old Road, East Coves, Isle of Wight. PO32 6AW.

www.waverleypark.co.uk

Telephone: 01983 293452

email: holidays@waverley-park.co.uk

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