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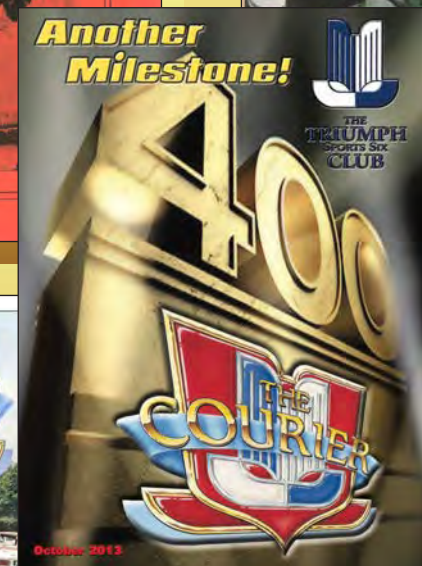
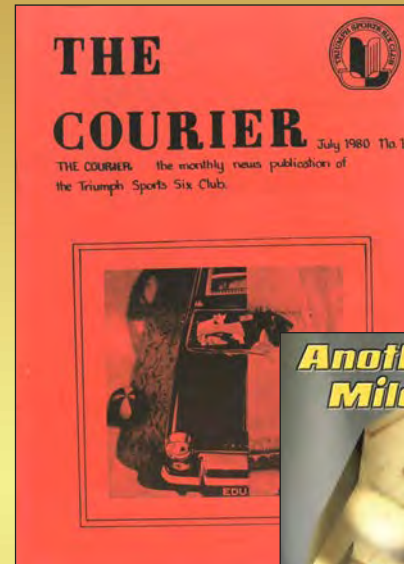
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THE COURIER NUMBER FIVE HUNDRED! FEBRUARY 2022 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. **500** February 2022



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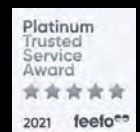
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THE February 2022

COURIER

Price £3.50 Free to Club Members.

THIS ISSUE - 500

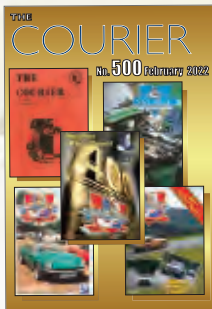
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I GOT THERE!
500 ISSUES OF THE COURIER
COVER SUPPLIED BY BERNARD ROBINSON

Courier Copy/Area news



Editor. Bernard Robinson

e-mail: courier@tssc.org.uk

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NO Word/etc Document attachments please

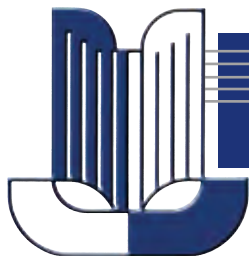
Courier Copy By 8th of Each Month

Tel: (01858) 434424 Fax: (01858) 431936

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 2022

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TSSC HQ Services

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**TSSC Head Quarters is Open to Visitors
9am to 5pm - Monday to Thursday.**

Head Quarters is Closed on Fridays

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

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

TSSC MEMBERSHIP ENQUIRIES

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

INSURANCE VALUATION SERVICE -

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

Email Valuations

e-mail Form To: TSSC Valuation Service

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Form on Website: www.tssc.org.uk

TSSC INSURANCE PANEL Contact Numbers

FOOTMAN JAMES & CO LTD

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FJ Breakdown Recovery - 0800 132 278

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Trudi Prettyjohns, TSSC HQ, Sunderland Court,
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TSSC SHOW CAR REGISTER

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

COUNCIL OF MANAGEMENT 2022 meetings:

Feb 13th

March 20th

April 10th AGM - POSTPONED

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, Riverside Forge,
Water lane, North Witham, Lincs,
NG33 5LJ**

Tel. 07843 435190

or email: chairman@tssc.org.uk

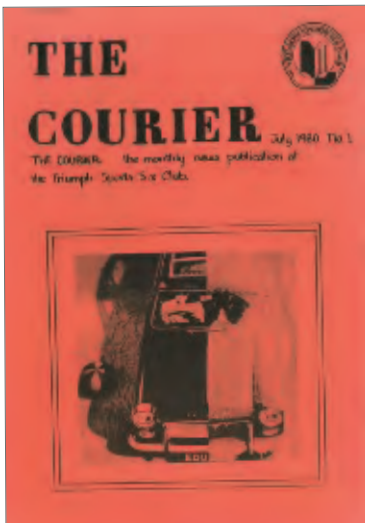
Please ensure that any items you wish to raise on the Council of Management Agenda are received by the General Secretary at least two weeks before the date of the Meeting

The 500th Courier

Welcome to the 500th edition of The Courier, what a great milestone and haven't we come a long way on our journey?

Big thanks to Bern our Editor for composing all these, gathering up all the articles and turning them into our well loved monthly magazine.

Thanks also needs to go to all of the **Register Secretaries** old and new for all your contributions, it really is a great read. Printing and photography have come a long way since edition No1 but the enthusiasm both then and now really shines through. The cars have increased in value during that time, but are still loved and enjoyed in the same way. We are here to stay so here's to the next 500 as our journey continues.



February is still a winter month so garage activity is more likely than too many runs out, but soon we will see more day light and less salt so we will be able to get those wheels turning again on a regular basis. It was particularly good to see so many local areas out on post Christmas runs out in their Triumphs, the second weekend of January saw Derwent Valley, Nottingham,

Devon, Somerset, Norfolk areas all with safely organised driving activities with their Triumphs, well done all, so nice to see all those cars out and about.

Looking forward the organising committee are well under way with our BIG weekend, **The Inter-Club Triumph & MG Weekend in Stafford August 19th – 21st**. Please join us for this weekend, there will be so much to see and do, but having it full of Triumphs is what makes it a good show. Also anybody wishing to help in any way at all please give Nigel Hill a call.

After a couple of quiet years with restrictions and uncertainties it will be nice to get out again and catch up with all the great people we have in our Club.

So enjoy Courier No 500 and I look forward to a busy summer, so I had better go and get some of my Triumphs fettled to be ready in time.

Do More with Your Triumph!



JANE ROWLEY
COUNCIL OF MANAGEMENT



EVENTS CALENDAR

e-mail courier@tssc.org.uk

TRIUMPH SPORTS SIX CLUB

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

April/May 2022

FRI 29/SAT30/SUN/MON 1/2 MAY 2022
TSSC ISLE OF WIGHT WEEKEND
WAVERLEY PARK PO32 6AW

Tel 01983 293452. www.waverleypark.co.uk

May 2022

FRI/SAT/SUN 6/7/8 MAY 2022 - TBC
THAMES' SOUTH OF ENGLAND MEET
LEATHERHEAD
CONTACT MICKEY HAZELL 07773 623807

June 2022

FRI/SAT/SUN 10/11/12 JUNE 2022
WEST YORK'S DALES RUN
CONTACT ALAN HEATON 07944 909823

THURS/FRI/SAT/SUN 16/17/18/19 JUNE 2022
DERWENT VALLEY'S PEAK RUN WEEKEND
ASHBOURNE, DERBYSHIRE

TEL: 01773 531 580 E: colin.tssc@btinternet.com
W: www.peakrun.weebly.com

July 2022

FRI/SAT/SUN 1/2/3 JULY 2022
TSSC TRIP TO LE MANS CLASSIC 2022
Confirmed Date: Tel 01858 434424

August 2022
FRI SAT SUN 19 20 21 AUGUST 2022
INTER-CLUB TRIUMPH WEEKEND
STAFFORD COUNTY SHOWGROUND
STAFFORD TEL. 01858 434424
EMAIL - info@tssc.org.uk
www.triumphweekend.com

CLASSIC CAR SHOWS (CLUB INVITED)



March 2022
FRI/SAT/SUN 18 19 20 MARCH 2022
PRACTICAL CLASSICS
CLASSIC CAR & RESTORATION SHOW
NEC BIRMINGHAM
Discount Ticket Code **C22RS171**
Tel. 01775 768661

August 2022

FRI/SAT/SUN 26/27/28 AUGUST 2022
CLASSIC SILVERSTONE
www.silverstone.co.uk/classic-car-clubs
Discount Code **005CCDP22**

Insurance Valuations

Insurance Valuations can be done via E-mail.

Valuation Forms Available from here:

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

£20 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

TSSC INSURANCE PANEL
Footman James
Lancaster Insurance
Peter James
Classicline Insurance

POLICYHOLDER'S DETAILS

Importers: MUST BE COMPLETED (If Not a TSSC Insurance company then this is not an Agreed Valuation!)

Title (Mr/Ms etc) and (last name) 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									
Model & Reg	Reg Number	Body Type	Engine Size / CC	Fuel / Oil	Manual / Auto	Year of Manufacture	Recorded Mileage at Submission	Date of purchase (Year)	Previous Price

Overall Conditions - CONCOURS, A1+, A1/-, Serviceable, P - Project			
Body	Paintwork & Trim	Chassis & Underbody	Interior Engine Bay
Transmission & Suspension	Electrical equipment	LAII Reason Valuation Figure of Vehicle Here	

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

A1+: The vehicle must exceed A1 - SERVICEABLE and with a life effort could be considered to be Concours.

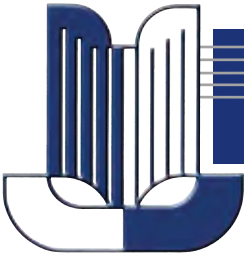
A1/- SERVICEABLE: The vehicle must be in excellent condition with bodywork/classic finish free from rust. The vehicle's components should be free from any but trivial faults and should work efficiently.

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

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

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

Provided the details and member's valuation are in order, it will be agreed. If the Club Car has been over or under valued by the member, a more realistic value will be agreed and you will be advised accordingly. In the event of a dispute, the Club value may require more information or a personal inspection.



NEWS REVIEW

Monthly News of a Triumph Nature

2022 TSSC AGM Postponed

The 2022 AGM has been postponed due to the Audit not being completed in time.

The Auditors will give us a completion date and we can then arrange a date for the AGM.

We will inform everyone of the new date in the Courier as soon as we are able.

Tracey Hawes
TSSC Council of Management

Stars & Their Cars Quiz Answers

...and the answers to last months quiz.

- 1) Deborah Watling - Companion to the 2nd Dr Who, Patrick Troughton
- 2) George Martin - Beatles record producer
- 3) Roger Daltrey - Lead singer with The Who
- 4) John Lennon - of Beatles fame
- 5) Diana Rigg - Played Emma Peel in the Avengers
- 6) Agnetha Fältskog - The blond one from Abba
- 7) Brian Kidd - Man United player, Man City coach
- 8) Cleo Lane - Singer, actress
- 9) Edwina Curry - MP during the salmonella crisis
- 10) Zoe Ball - Radio 2 DJ

Paul Girling
Norfolk AO



OFFER for February 2022

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Performance HT Leads & Spark Plugs

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

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

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



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

PLUGS

	Herald 948 & 1200	Herald 13/60	Spit 4 & MKII	Spit MKIII & IV	Spit 1500	Vitesse & GT6
Spark Plugs (NGK)						
BP6ES (Long Reach)	x4 or 6	✓		✓		✓
BP6HS (Short Reach)	x4	✓	✓			
BP5ES	x4				✓	

Another Classic Italian Racer?

Long term readers will know Trevor is the Courier's Longest Serving Register Secretary and in this the 500th Issue, the following register is Trevor's 360th register article!

Trevor, I think, has rightly earned his honorary TSSC Membership. *Bern, Courier ed.*

You will no doubt remember the cars I featured in the December mag, after all, it was only two months ago.

One in particular is pertinent to my piece this month. This is the red Sammio Ferrari "replica" – the quotation marks I've just added. That car was up for sale in Germany, and it was the advertiser that described it as a "Ferrari replica", not me. As far as I can see from the photos the only connection that car has with the famous Italian marque is the black and yellow stick-on badge of a rearing horse.

I suppose the seller, and, presumably, the car's builder, thought the shape of the car was the same as a Ferrari. As much as a petrol head I am, I cannot conjure up in my mind the shape of every Ferrari made since the first 125 model of 1947 (I've just looked that up), but with the help of Google images that Sammio does look, squinting your eyes a bit does help, a bit like a Ferrari Monza, from the Fifties.

It's tempting to say that there is no law against sticking a Ferrari

badge on a Triumph Herald-based kit car, but, I'm not sure... there might actually be such a law, in some countries. Let's say it's just a bit of fun, no one is actually going to think the car is a real Ferrari... surely?

Before I get to the car that is my main subject this month, a brief summary of the Sammio, and other, possibly, related models. The Sammio was introduced as a Herald-based kit car in 2010, I first described it in the January 2011 Courier; by my reckoning it was the first new Herald kit for around 20 years.

The man behind the project was one Gary Janes, and he found a steady supply of customers. I remember hearing there were some buildability issues with the kit as supplied by the company, but many home builders overcame these and some good looking cars hit the road as a result.

The history of the Sammio since 2010 is a little complex, and one



Formosa

that is on my to-do list to research and write up (you could go to the Courier archive to read my piece in March 2013, which is relevant). I'll just say for now that some other similarly shaped cars appeared in the ensuing years, and some company name changes/transfer of production rights. Amongst this there was, I recall some suggestion of plagiarism. The connected, and possibly connected, models that have appeared, and some disappeared, include Ribble Navigator, Ribble Pilot, Miglia Speedster, Formosa 120GR and Tribute A352.

I've included a photo of a Triumph-based Formosa 120GR, UXG194, a car I've featured here before, which is also badged with the prancing horse, albeit quite small ones. An interesting thing I can see about this car: on the DVLA web it is taxed up to October 2022, but DVSA says its last MOT expired in 2018. I'm afraid, as I understand it, this is not right. When it was last taxed it must have been declared MOT exempt, but by my reading of the VHI (Vehicles of Historic Interest) this car is not eligible for MOT exemption, due to the conversion from Triumph to Formosa, which, I know, only happened in about 2017. Despite the base car being over 40 years old, the conversion means it has to be submitted for MOT annually until 30 years has elapsed from the conversion. If anyone knows the owner, perhaps you



Triumph Miglia

**Triumph Miglia. Speedster \$300K HKD/ \$38,500 USD.
Not Registered**

The Miglia Speedster is a Triumph-based special with classic lines reminiscent of many 1950s sports cars; paying great tribute to the Maserati A6GCS manufactured between 1953 and 1955. The 1950s were the heyday of beautifully designed, open seat race cars. They really are breathtaking cars with so much style and grace, all combined with a remarkable racing heritage. The A6GCS was developed by Maserati to compete in the World Sports Car Championship. An A6GCS finished 3rd overall and 1st and



could whisper in his/her ear.

Moving on, I come to the particular car that is my inspiration for this month. As I write the car is for sale in Hong Kong, though, as you can see in the advertising photos, it is still wearing its UK plates, ABC287K. I'll reproduce here the advert's flowery blurb:

2nd in class in the 1953 Mille Miglia, beating off competition from Ferrari and Mercedes teams. Its success at the Mille Miglia cemented its reputation in racing history.

This car we are offering has been built to a very high standard and significantly modified from standard. This car wears twin fins with headrests, instead of the usual single fin for the driver, adding safety and comfort for the passenger. In addition, additional stainless steel vents now adorn the front lower wing sections behind the front wheels and

the engine bay, with its aluminium work well detailed.

The bright red coachwork, sporting an aluminium grill and wrap-around fly screen, is complemented by a set of 15 inch knock off wire wheels, while the interior is trimmed in

set you back well over \$25M HKD (£2.4 million) at auction, which is what makes this Triumph Miglia Speedster attractive. It might not



red with black carpeting. The dashboard is aluminium and the bucket seats are trimmed in red vinyl; for ease of entry and exit, a detachable steering wheel is also fitted.

Mechanically, the Speedster is powered by a 2500cc Triumph 2500 TC engine, which has been rebuilt. It is accessed by removing the detachable lightweight bonnet. Fuel is fed via triple Weber carburettors and the engine is mated to a Triumph manual overdrive gearbox, with a Jig-saw Racing 3:89 Big Diff fitted. The suspension is up rated with polyurethane bushes all around.

The resulting product looks stunning; the Speedster can perform admirably and keep pace with modern traffic with ease. The Miglia Speedster was registered as a Triumph Miglia Speed with the 2500cc engine as annotated on the UK V5 registration document and MoT test certificate. This Miglia Speedster certainly provides you with a historic motoring experience, and in a sports car that is sure to turn heads wherever you venture.

have raced in period at the Mille Miglia, and it doesn't even qualify to run in Italy's most famous racing event, but what you do get is the looks of a stunning Pininfarina designed race car, at a fraction of the cost.

It's me again; typically "flowery" seller's description there. The asking price currently translates to £28,300 – which, as stated, is certainly cheap



A real Maserati A6GCS will



for a 50s Maserati, but a touch expensive for a Herald kit car? I've no knowledge of the classic car scene in Hong Kong, but someone must believe there's a buyer for this car there. I also don't know about the car registration rules in Hong Kong, but, again, I suppose someone must believe it can be made locally legal – just don't tell the authorities that it was probably built by an English bloke, in his shed.

A bit of further research shows that ABC287K still appears on the DVLA and DVSA UK databases, as a Triumph Miglia; presumably, as it's been exported, it should have been removed? I can also see that it was bought at auction in March 2018 for the price of £17,546, which was well above the catalogue estimate. The catalogue description then is reminiscent of the current Hong Kong seller's, but there is one interesting little fact I learn from it – the chassis number is given. This is presumably from the original donor, GE82495CV, and the real nerds out there (like me) will recognise this as from a very late 13/60 Convertible. My guess, built in March/April 1971, the final Herald being made in May 1971.

I've mentioned before that there

seems to be a trend of shipping "our" kit cars to foreign shores, mainly to other European countries, and here we have an example that's travelled somewhat further. I suppose there are people making a profit in this trade; fair play, I suppose. I think one reason is that in many countries, maybe most countries, the would-be amateur car builder is not allowed to just go into his shed and build his dream car, and, if I'm honest, I can sort of see

why! (Still in the UK, as I understand, if you build your own car on an unmodified Herald/Vitesse/Spitfire/GT6 chassis you won't need to go through the IVA – Individual Vehicle Approval – testing, but you WILL need to put the car through an annual MOT, for the next 30 years).

Just to return to the "replica" issue (to be fair the Hong Kong ad doesn't use this word); you can put "Maserati A6GCS" into Google images and make up your own mind about how closely this Miglia Speedster resembles. Then I suggest you look at images of the Lancia D24. Mentally, take off the badges... can you see much difference? Then there's the Ferrari Monza (as I've mentioned already), the Jaguar D-Type (minus rear fin) and probably many other cars, whose shapes are not very different. Making kit cars in this sort of shape has been going on for ages; in the first kit car boom in the Fifties there were many with vaguely similar outlines, Cheetah, Tornado, Nickri, TWM, EB to name but a few.

We can see how difficult it is for a mainstream car manufacturer to protect the shape of its cars from rivals, but that doesn't apply to the shape of its badge. On one level, putting a Ferrari, Maserati or Lancia badge on a Triumph Herald-based kit car could be, as I've said, just a bit of fun, after all, no one is going to be duped, are they. Personally, I love this shape, let's call it "generic Fifties sports racer", and I would consider building one myself on a Herald base, assuming I could get my head below the top of the screen (which is a whole story in itself).

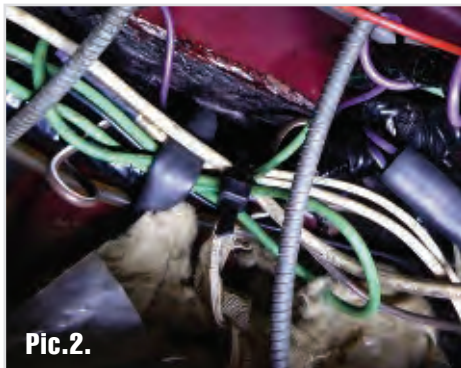
If I did, what badging would I adorn it with? Possibly the good old Standard Triumph shield, or maybe I'd design my own, based on "TREV", which is what the late great Trevor Wilkinson did.

Trevor

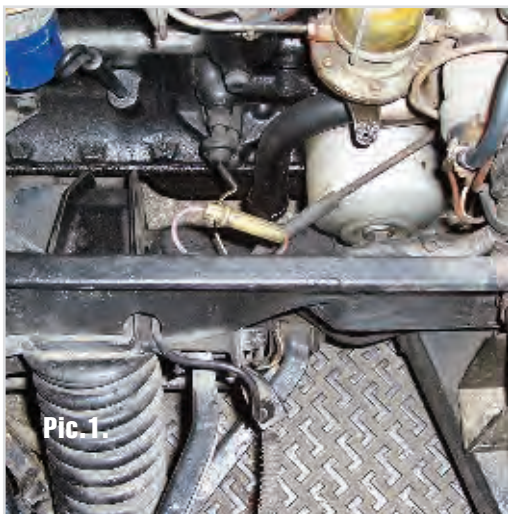
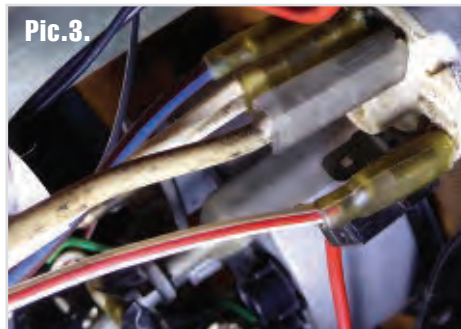
Hello everybody and I hope you are all OK. With the Winter months now well and truly with us I guess much of the work on our cars has slowed down. But as we all know the Spring is just around the corner, and hopefully it will be a good one this year and we can get those cars out.

In between the cold weather I have been making small improvements to my Herald, one of which does have relevance to the very early Vitesse. Quite why the 948 and 1200 Herald didn't have any fuses has always been a mystery as most other manufacturers by 1959 were fitting at least two fuses when the Herald was introduced. So, what is the connection with the Vitesse? Well, the very early Vitesse (1962/63) followed this trend with no fuses protecting most of the circuits. However, on the headlight steering column stalk a flashing facility had been introduced and as this was permanently live it had been deemed necessary to protect this with a fuse, [Picture 1](#). Interestingly this approach was resurrected with the introduction of the 13/60 Herald in the autumn of 1967, I remember it well, as this like the Vitesse, was fitted with the headlight flashing facility. But still no fuses on the rest of the electrical

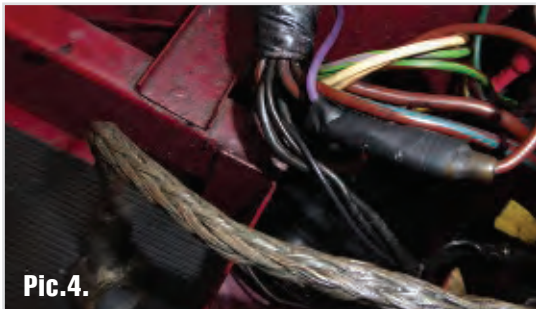
circuits. Yes, you guessed it I am adding fuses to my 13/60. There are two methods, one is to replace the existing loom with a Vitesse later type, and the other is to modify the existing loom. I decided not to take either of these options and a better way, for me, was to fit extension leads to the existing loom to feed the fuses box. In this way the electrical system could be returned to its original arrangement



without too much difficulty if originality was of concern by the next owner. The method involved removing the common feed points and plugging them into additional leads, [Picture 2](#), which extended to the fusebox. An additional larger lead was then plugged into the vacated connector on the ignition switch and was also extended to the fusebox, [Picture 3](#).



This lead must be large enough to handle the current to the fusebox. It may be over the top but I used a 27 amp rated lead. In the interests of reliability the ignition circuit was left connected, unfused, directly to the ignition switch. The non-ignition switch, direct power, connections followed the same method of using additional leads plugged into the existing feed leads to pass the power through a fuse. In the interests of safety the headlights were left unfused. Non-ignition switched power was wired to the fusebox from the control box using a 27 amp rated brown lead. Then the existing horn lead was unplugged from the control box and extended to the fusebox, [Picture 4](#). The method to connect the extension



Pic.4.

leads to the original leads was to use a male connector to plug into the existing leads, [Picture 5](#). Though



Pic.5.

the connections were insulated, just to be on the safe side I wrapped the joint with insulating tape.

I have listed below the ignition switch parts of the electrical system that should be fused.

These all use a white coloured lead: - **Fan, Instruments, Indicators, Stoplights and Wipers.**

I now list the non-ignition, direct power, parts of the electrical system that should be fused.

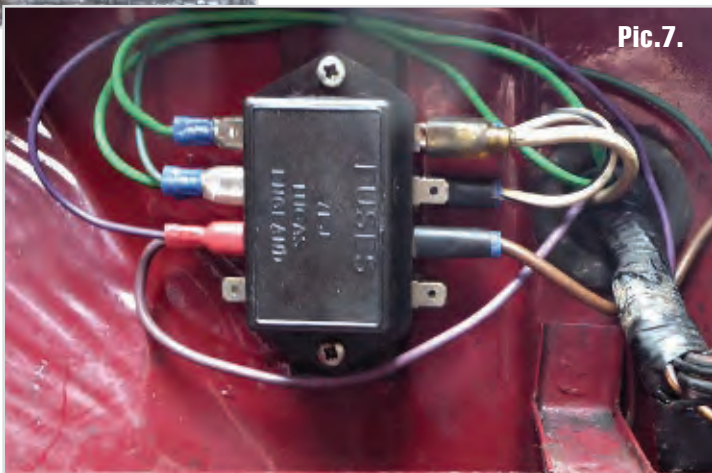


Pic.6.

Horn, Interior Light and Sidelights. The lead colours are **brown, brown/blue and red** respectively.

I chose not to use the Lucas two fuse box (4FJ) fitted to many classic cars, [Picture 6](#). But instead used the later four fuse type (7FJ) fitted to the TR6, [Picture 7](#). These are readily available from most classic part suppliers. This gave me the opportunity to split the fusing for the ignition circuit through two separate fuses and hopefully increasing reliability and reducing the risk of losing all of facilities in one go, should one component develop a fault and blow the fuse.

From mid 1963 the headlight flasher fuse



Pic.7.



Pic.8.

was omitted from the Vitesse 6 and it was given the standard two fuse set-up seen on many classic of the time, [Picture 7](#). When the 2 Litre model was introduced in October 1966 it retained the Vitesse 6 fusebox but also gained an additional fuse in the sidelight circuit. This took the form of an in-line type and can be found near the control box under the dash, [Picture 8](#). I wonder if this was due to faults in the sidelight bulb holders or bulbs causing a short out and the wiring loom suffering? Whatever the reason it was still a good idea as it did provide additional protection against fire. Because its whereabouts is not ob-

vious locating this fuse has caused some head scratching in the past. As always, when in doubt check the handbook/manual.

Make sure you dis-connect the battery when working on the electrical system and carry out the work using a workshop manual that contains both the vehicle wiring diagram and colour codes.

I have had a request from a club member for any history concerning their **Mk2 Vitesse Reg VRX 527H**. If you have any please get in touch with me. That's it for this month.

*See you all next month and
Keep Running On All Six*

Dave



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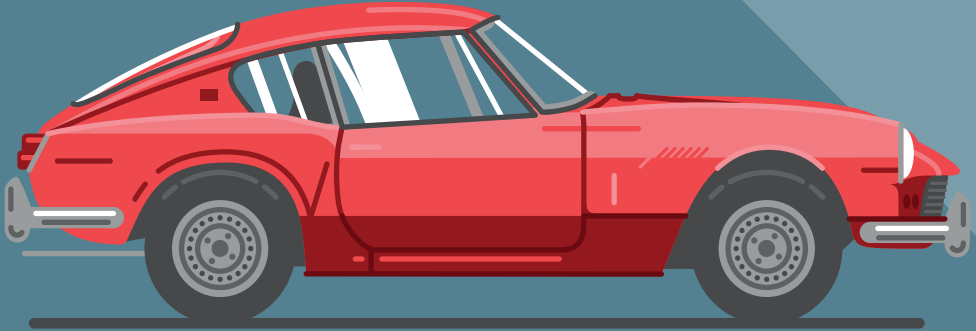
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Herald

948/1200/1250

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Tunnel Of Love

One of the larger areas in our cars is often the most neglected, and can often cause the most discomfort.

There is an old joke about GT6 drivers always wearing shorts, but even in Heralds the heat rising from the gearbox tunnel cover can often become uncomfortable. When researching replacement covers recently I noticed that prices are all over the place. You may - possibly - get what you pay for, up to a point, but shop around - I found a difference of £60, depending on the supplier, but the item in the photo looked the same as all the others. It doesn't necessarily follow that the cheapest is the worst, or that the most expensive has to be the best. You won't get a new cardboard tunnel cover from any supplier, although maybe some day one will turn up NOS somewhere.

Fibreglass versions are available but they're heavy and solid, so won't adapt to bends or curves and need a good seal around the edges to make up for any inflexibility. Plastic polyethylene versions are available (pic 1), usually for a higher price than the fibreglass versions, and these are much thinner so are more flexible, and may conform more readily to the often irregular contours of the bulkhead. The downside is that they are thin, so there's little heat or noise reduction,



Pic 1.

which you'll get more of with the thicker originals.

Fumes, heat and noise are the main problems with older or ill-fitting tunnels; after many years of faithful service you'll find dented floorpan edges from one gearbox removal too many, or twisted and torn seals, or indeed covers, from too many birthdays. In some cases simply straightening out the bent metal of floorpan edge or bulkhead can stop leaks, and a good thick seal properly fitted and screwed down tight will work wonders. None



Pic 2.

of the new covers come with any kind of heat insulation, which originally was padding sealed in plastic and possibly with a heat-reflective foil coating on top. In most cars it's long gone; in others, tatty and unsightly, and certainly not fit for purpose (pic 2).



Pic 3.

There are some ingenious solutions out there, like this version which has been lined with heavy carpet (pic3).

I had to repair some original tunnel covers recently, me being tighter than the proverbial with money and refusing to believe that a good original cover should be thrown out simply because it's old. In many cases you'll find that the main part



Pic 4.

of the cover is sound; it's just a bit raggedy especially the two top corners (pic4) or along the lower edge (pic5). These are simple to repair with fibreglass. If you've never used the stuff before, it's very simple. You have liquid resin, an activator, and glass matting. The resin is the glue and the matting the reinforcement.

I bought a small kit, about £20, and found it simplicity itself. Wear gloves before coming into contact with



Pic 5.

any of the chemicals. In a clean container, add activator to a quantity of resin, which starts it on the hardening process; brush it over the affected area, lay a thin layer of glass matting on top and work it in with a stippling motion - if you brush, it simply slides. The matting absorbs the resin and becomes soft, like wet tissue. Build up the layers of mat-



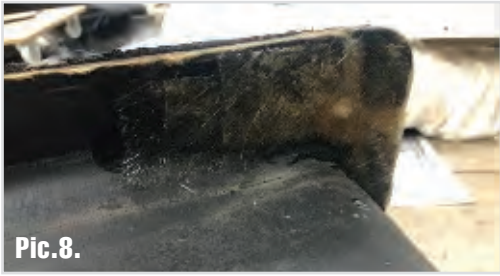
Pic 6.

ting to the contour or thickness you want, then leave to harden (pic 6). It sets very solid, so a word of warn-

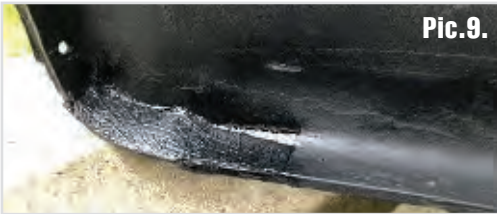


Pic 7.

ing - get the cardboard to the profile you require before starting work as you'll never iron out any bends or dimples afterwards. For long edges I use a former of wood, screwed through the mounting holes, which holds a straight edge even with the wood later removed (pic 7). Once it's all set, trim any excess as required - be careful of sharp edges, and especially the dust - wear gloves and a mask - and once trimmed then redrill any holes for the fixing bolts. A little spray of black paint and it's almost as origi-



nal (pic 8). Be careful as to the quality you use; fine fibre matting is great but a heavier, coarser mat will not allow as good a repair, it will not be so flexible and may spring out before it sets, and the strands



will be quite visible. I had to redo this corner with finer material. (pic 9)

Now that the cover is repaired we can turn to replacing the soundproofing or heat reduction. I used Dodomat or Hexmat, self-adhesive sheets of a type easily found online, self adhesive on one side and highly reflective on the other (pic 10). I bought thirty sheets measuring 15" by 10" for £30. They are flexible so conform easily to any contours, just peel off



the backing and stick in place, then press around any curves or into contours with your fingertips. You may find that the inside of your cardboard tunnel isn't the best surface for the adhesive, being porous and rough, so I give mine a very light brush over with fibreglass resin. It hardens like varnish and the pads seem to hold so much better. The reflective coating gives a lovely shiny surface (pic 11) and adds rigidity to the tunnel cover, but most impor-



tantly noise and heat are seriously reduced. I used it in my GT6 and was amazed, so have the same hopes for the Herald. It took about seven sheets for the tunnel cover, with overlaps and wastage kept to the absolute minimum. With a good edge seal in place, and maybe a new gear lever shroud if required, nothing is getting through. The rest of the Dodomat went on the inside of the bulkhead under the dash in order to keep the heat and engine noise to a minimum there, too.

It's much neater than the original Herald



soundproofing, won't hold water, and is wipe clean. With a good underfelt and carpet over it, the rejuvenated tunnel should last years (pic 12). You'll find the cabin instantly transformed: cooler and quieter, and you might even be able to hear the radio. I might even go fit one, now...

Colin



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Spitfire Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org.

Does this sound Familiar?

I was very pleased to receive the following article from Mike Kuklenko just a couple of months ago.

"Does this sound familiar? I had a Mk3 Triumph Spitfire when I was 18 in the 1980s. Loved it. Now the kids had left home I thought it would be a good idea to re-live those memories...So 3 years ago I bought an honest Mk3, a few rust issues but nothing serious. It was a daily driver for the previous owner and had done 4000 miles per year for the past 3 years. It had a factory hard top and was in beautiful Wedge-wood blue, deal done.

The standard 1300 Engine was sound, it had an overdrive gearbox as well. My intention was to strip it, bare metal, replace a few rusted panels, paint, reassemble



Car as bought



Engine as bought

and enjoy. But my very good friend Jeremy Roe had other ideas. Jeremy has a history of customising classic cars. A VW

freak by nature (beetles and T2 Vans) he was keen to put his mark on my Spitfire. He suggested nothing less than a Triumph straight six would suffice. I agreed and the journey began. I did some research and decided the engine had to sit back 8 inches from the standard GT6 Position. This was to avoid that 400lb lump hanging over the front wheels and adversely affecting the handling, and indeed to keep the stock bonnet. I am not a fan of lumps in bonnets on Spitfires. Others I know will disagree.

We have a workshop where we store our cars and this is the Saturday lad's club for several of us. We talk about cars, barbecue food, drink the odd beer and occasionally we do a little work! My Spitfire was introduced to a hoard of VWs already in the workshop, and after a few barbecues and several beers (not all on the same day) the work began. First, we had to make extensive mods to the bulkhead and chassis to allow the 2L beast to fit in.

Well, while I say we, Jeremy did the bulk of the work. I held spanners and made the coffee. He let me do things occasionally under strict supervision. I have a suspicion that some of my work may have been corrected by him in secret solo sessions in the workshop but have no proof of this!

The car was stripped down to a rolling chassis and sent off for panel replacement, welding and paint. We sourced a 2L straight 6, stripped it, skimmed and hardened the head, had the crank re-ground, fitted a new camshaft and bored out 40 thou with new pistons and rings of course. A new oil pump was also fitted. I sourced a rebuilt GT6 J type gearbox with over-drive. The wiring was classic Lucas 1970s with 40 years of hacking into it and adding bits on, so a complete wiring loom was sourced and fitted.

The easy bits were now complete!

Next up we had to make carb choices – they had to fit horizontally for bonnet clearance and we eventually went for bike carbs from a Yamaha Raptor 660cc quad bike – six of them (three pairs to be precise). A standard tunnel would be no use, so we took a non-OEM plastic one and modified the front end in fibreglass to seal the modified bulkhead and house the bell housing and the starter motor which now protrudes into the cockpit and



Body Stripdown

makes nice footrest! If you look at the finished car, I think the longer tunnel looks much better than the



Bulkhead & Chassis Mods

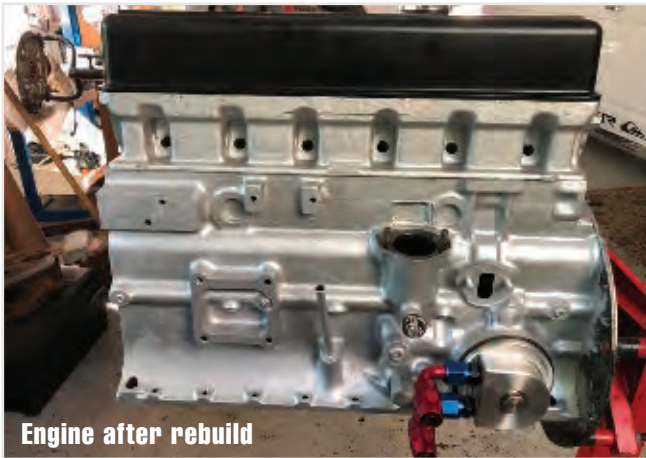


Bare Metal

original which ends just after the cranked standard gearstick. Let the discussion on originality vs customisation (dare I say improvement?) commence.

Plan A was to shorten the gearstick remote and have a standard Spitfire cranked gearstick, but when I sat in the car with the engine and gearbox installed the stick position felt right, and indeed was almost exactly where the cranked stick would be so we decided to go with a stubby stick instead on a full length remote. I personally think it not only looks better, but you can actually get to your radio without fighting with the gear stick!

I nearly died of heat exhaustion on early test drives, so the tunnel (and all of the floor pans) were fitted with dynamat, and the underside of the tunnel was lined with gold reflective heat tape – these measures



Engine after rebuild

aluminium radiator fitted with twin 9" Kenlow fans, new aluminium rocker cover, the battery was moved to the boot (trunk for any USA folks out there) to accommodate a better housing for the servo unit under the bonnet, and an electric fuel pump and fuel filter were fitted. No points for me so an MSD electronic ignition with 123 electronic distributor went into the car as well. To turn that big old six over from cold a high torque electric starter motor was added to the list of modifications. All of the UJs were replaced, new brake pipes, new petrol lines and there is a whole heap of things I am sure I've missed. This was about the point I burned the spreadsheet of costs incurred!

The car deserved a re-trim, so it was again dispatched this time to a trimmer where the interior was stripped, the seat frames cleaned and powder coated, new foams and covers were also fitted. The custom carpets (standard won't fit that tunnel) were made in navy blue wool to match the custom blue mohair soft-top and tonneau. I am delighted with the finished



are well recommended and made a big difference indeed.

There were lots of other modifications ... The prop shaft was shortened, a full width





car. At around 120 HP (I've not had it on a dyno) it pulls really well and has a ton of torque. It also makes a lovely straight six sound from the twin exhaust. It can cruise all day at 70 mph in overdrive and handles beautifully with the rebalancing of that heavy six pot engine.

So are Jeremy and I still friends? Hell yes, but there are many times in the past three

years when we have said what on earth have we started. There are a few times when we wanted to kill each other too, but we both survived.

Some folks will read this and say don't tinker. Others will scream blasphemy for going non original. Some folks might ask "is this the car Triumph should have built?" I think so, so does Jeremy – others can judge for themselves. "

As most of you will know I, personally, would go for originality every time, but if there weren't people like Mike around, willing to try something a bit different, I guess the world would be a bit of a boring place.

Suzie





BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

International Theme

It seems I have a bit of an international theme this month.

This month I will start with good news, and a slightly late Christmas present (self funded) for Terry Cartwright in New Zealand, you may recall that in July's article I mentioned that I had been asked to ship some windscreens to New Zealand. In August I built a large wooden crate to contain three front windscreens (1 new - or more accurately unused, and two used ones) and a rear screen and they were duly collected by the shipper and then had a long sea journey to NZ.

A reminder here that the rear screen came from David Manners, and I understand they still have some in stock if anyone is in need of one.

I recently had a message from Terry to say that they had arrived safely (phew - I am glad my packaging was good enough) on the 29th December 2021. He has now sent me a photo of it installed in his car - 7 months after the original was broken!

This led onto a query about the windscreen wipers, my usual answer is that if they park to the left, as on my convertible you can use a larger arm and blade mine came off a Maxi about 30 years ago (the arm that is the blade has been changed a number of times!). However, looking at the photo of Terry's car, I saw that his had the later bulkhead, with the passenger side wheel box located to the outside of the washer nozzle, (unlike my convertible where both wheel boxes are lo-



cated between the washer nozzles). These are set up for LHD cars, and the wipers have to park to the right, this means you cannot use a larger arm and blade as they stick out beyond the screen which is an MOT failure. Has anyone come up with a solution to this?



I have also heard from **Colin Russell** in Inverkeithing, Scotland who has spent Lockdown very productively restoring his 2+2, which he has had for 20 years, he had fitted a 1500 engine, and the DVLA needs confirmation that the engine was indeed 1500, I have asked Trudi Prettyjohns



bad condition it did. I make fast decision, that I need to took it to me and restore. I bought it in start of 2015 year. When I start I have some experience in restoration, but with Bond it was like first time. A lot of different tasks. I did it frame off and almost all parts rebuild or restore. It did very difficult and informative for me and useful for the development of my experience in restoration.



Now, when I see it, I feel so warm emotions to this small, like old toy, car. In time, when



who is the club's official DVLA representative to provide the necessary clarification for the DVLA, so hopefully that will be sorted out shortly – the car is looking very good, I am glad that another 2+2 has finally made it back onto the road where it belongs.

Continuing on the 'International' theme we have heard from **Dmitri Zaitsev in Estonia** who bought a 4s 1300 from Holland and has just finished restoring it, he writes -

"I am restoration enthusiast and for me restoration is hobby.

When, I first time saw my Bond in internet, I thought, that it is so beauty small car and in what

new modern cars look the same and producing with machinery, this old car look so nice and beauty.

I received info from Dutch registration number it was only one owner from new. I did full restoration, start from frame and finish with new black real leather interior with green



stitch. The color is metallic Aston Martin Apple-tree green."

It is great to see the fruits of Dmitri's hard work. Finally another 4s which is currently being of-

fered for sale on Facebook Marketplace, it clearly needs some work and ideally to have the correct bonnet fitted.

Guy



PRACTICAL CLASSICS MARCH ISSUE ON SALE NOW!



In the March issue our workshop cashback guide offers up **30 top tips** for saving money by working on your classic yourself, while the team seeks out sub-£1000 motors for our annual winter adventure. Plus, **Nigel Clark** tries to get to the bottom of his **TR6's** fuelling issues and also explains how to replace the **universal joints** on a small chassis Triumph.



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FEATURES



SAGAS



Engine A, B, C's

Happy New Year, I hope you all had a great time over the festive period (which seems a long time ago now) and caught up with family and friends when and where you could. My article in the December issue of the Courier on the BMC-A Series and Triumph Standard SC engine caused a lot of interest - which is great. I received these two Emails, below.

Let' S C

Hi Steve,

I read your article in the latest Courier with interest.

I have done some research on the SC engine, designed by David Ely for the Standard 8 and 10 for my website www.gt6mk2.com

I always understood that SC stood for Small Car, for which these engines were designed, not Stratified Charge. I would be interested in your source for this information. To my knowledge these engines are not Stratified Charge, and some on-line research has not showed any reference to these engines being of this type. I think the principle of SC requires injection rather than carburettors, but I am happy to be proved wrong! Kind regards

Patrick

A, B SC!

Hi Steve.

I read and enjoyed your article in the Courier about BMC 'A'



series and the Triumph SC.

I have stripped and rebuild some of these and also wondered about the similarities and differences.



My first car was a BMC Riley One-Point-Five with the 1489cc 'B' series. This one had the MGA, MGZA and ZB cylinder head



variant. It was 68 bhp, similar in bore and stroke to the 1500cc SC engine.

It is very difficult to find the masses of these engines, but I would guess that the 'A' series is the smallest and lightest. The SC in the middle and the 'B' series the heaviest.

The 'A' series, first seen in the Austin A30, had a multitude of bore and stroke variants culminating in 803, 848, 948, 997, 998, 1098 and 1275 cc capacities. The Cooper S's were 970, 1071 and 1275cc.



The SC engine has had a few too, 803, 947, 1147, 1296ish and 1493cc.

The BMC 'B' started at 1200cc in the Austin Somerset, then 1489, 1600ish and 1800cc. Max variant bored out was about 1950cc.



I found the 1489cc very tough, Not so the 1600 and 1800 three bearing engines. The 1800 five bearing is very tough.

My experience of the 1500 SC is not so good. Two that I had wore big ends out before 70,000 miles. My Riley was still going strong at 150,000.

Does anyone in the Club run a Triumph with a 'B' series BMC engine?

I would be very interested to know.

Regards,

Lloyd Tweed.

Thanks to both for taking the time to write. I'm also happy to be proved wrong so was pleased that Patrick raised the question of the correct meaning of the abbreviation 'SC'. I'll address Patrick's question first.

When I was researching the meaning of the abbreviation 'SC' I too came across many references to its origin being 'Small Car' and perhaps was too quick to dismiss it. We all know that there are a lot of 'untruths' on the

WWW, whether that be intentional or innocent on the part of the publisher. In this article I was possibly guilty of 'filtering' the information based on my own beliefs! Therefore I have now tried to dig a little deeper for the truth (if it can be found). Wikipedia states that 'SC' indeed stands for 'Small Car' referencing Standard Triumph Chairman John Black as being responsible for wanting to add a new smaller model below the existing Vanguard in the company's line up in 1950/1951. In fact every forum or website where I sought guidance referenced the abbreviation as standing for Small car - I was unable to find my initial source of reference! This is frustrating and has taught me a lesson, in future I will religiously write down the source of my 'claims' either in my notes or reference it in the article.

Apologies to all for my error and many thanks to Patrick for bringing this to my/our attention, its much appreciated. I will continue to look for the source of my original claim, if only for my own sanity and if I find it will forward it to Patrick for his opinion and hopefully clarify the error in a future article (watch this space). If any readers have any further information to add to this query, either positive or negative please write and let me know.

Secondly, Lloyds article provides some insight to the many variants across the A and B-series and SC engine. I'm familiar with the comment that the 1500 has big end issues, although I've not incurred any myself. I've added a few photos of the vehicles that Lloyd refers to as I wasn't familiar with all of them and it's interesting to see how the vehicles have evolved/changed - even if the engine has not...I hope at least I have those correct :-)) and it can bring back some memories to those old enough to have owned one or their fathers did (or grandparents maybe!)

If anyone in the club is running a 'B' Series BMC engine please let me know and I can cover this in a future article.

Right, back to scouring the WWW for the lost reference material of the SC engine!!!

Steve

Triumph Hescort (Part4)

Just when I thought I had nothing to write about this month, Robin Moore saved the day with the next part of his fantastic restoration story, so here goes.

Triumph Hescort (Part 4)

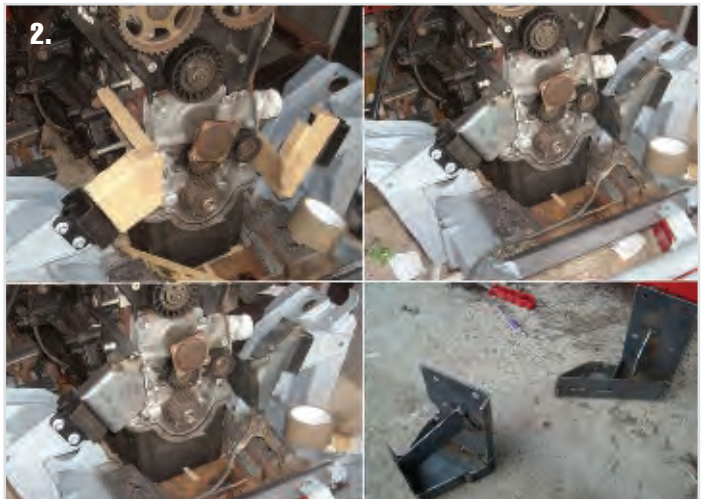
Welcome again and hope you've had a great Christmas and New Year. Continuing with the Zetec Herald, one of the reasons the car took so long to build was because I was working away from home either in the UK or more often Germany, this means working on the car was limited to what I would get away with having young children and my very understanding wife, so perhaps a couple of hours or a rainy afternoon.

With the engine roughly in place I needed to fabricate engine mounts, I purchased a small sheet of 3mm steel and decided to use Vitesse engine mounts due to the engine and gearbox weight and mount to the original position on the suspension turrets, luckily a few well placed threaded holes on the engine block made things quite easy. So I made up some cardboard templates, I was working in Germany at Neihl Ford pilot plant where they build the first prototype vehicles and there was a work shop, I

was there launching Ford Focus bumpers and by 3pm the German technicians were gone so I



had free access to the work shop which made it easy to guillotine and fold the 3mm steel plate, I also made up a bracket for the alternator and pulley for the aux belt (Pic 1). You'll be pleased to



hear you can fly with a sheet of 3mm steel in you baggage lol. So getting back to the car I was able to mount the parts in place and weld them together (Pic 2), some paint and that was done. Only other mounting required was the one at the back of the



The exhaust was easier than you would think, you can buy a kit of parts with a laser cut flange a selection of bent tubes and a collector, tacked it all together in place then welded it all up (Pic 5). The rest is a 2 1/2" pipe to a Y under the diff, going to twin Vitesse rear

gearbox in which I welded the Ford bracket directly to the chassis (Pic 3).

While I was over in Germany I took the alloy cam cover over and sat there in the evening sanding it down and polishing up, I was pleased with the result and packed it in my luggage ready to fly home on Friday. But leaving the plant the security guard asked to check my luggage in which he found my nicely polished cam cover and announced "das ist verboden!!" so there me trying to explain it's off an old Ford Engine and I've not nicked it, but he was having none of it and it wasn't until a Ger-



silencers (Pic 6). The exhaust was quite loud and would boom at low speeds, sometimes setting off car alarms, so I inserted some noise reducers into the tail pipe which has improved it a lot.

The original interior was ruined so I had de-



man engineer I knew came along and he was able to act as an interpreter that he allowed me to leave with it. Adding the Triumph badge to the cover does confuse people who can't remember Triumph doing a twin cam engine (Pic 4).



cided to get a pair of seats to fit and eBay came up trumps again with a pair of Wolfrace seats. The original covering which was like stocking material and very thin and had worn through but the foams were perfect they also tilted which makes access to the rear easier unlike MG or MX5 seats (Pic 7).



One thing I had noticed is people change the front seats and leave the rear as per original which completely miss matching, so I had decided I need to sort out something in the back to match the front seats. So off to a breakers yard I went to look for a suitable donor seat, found loads of 60/40 rear seats until I came across a Ford Puma



and the back seat looked just the ticket as it was one piece and had a pleasing shape to it. I was worried it was too small as it looked tiny in the back of the puma but when I got home and offered it up to the Herald it was too big by 4"!! So I had to cut and shut the frame and the foams. My brother is a vehicle upholsterer and recovered the seats for me, styling them to match each other out of tan leather for my 50th birthday (Pic 8).

Sorry don't like wood in cars and the dash had crumbled away, sourced a good surround and made a dash panel from the a length of soffit board and painted it to match the body colour once I'd cut hole for the gauges, you'll see I added the electric window switches into the recessed panel (Pic 9).

Next month pre-paint, assembly and electrics.

Back in November I included some words and pics from **Josef Gluyas**. Josef has been honing his fabrication skills so kindly provided me with an update of his progress.



Update from Josef

Hi Darren,

Just dropping over a few more Photos of the



Herald body repairs for The Courier if you need them. I'm slowly working on the boot corner,



which turned out to be much worse than I thought (I actually thought they'd been properly repaired way before I bought the car, not the



case though!). Slowly because I'm having to make much larger and difficult to shape repair panels than I've done before, and because the nasty weather isn't favouring welding!

A big thanks to Robin & Josef.

See you next month.



Darren



Alternator Repair

I was out in the GT6 one evening at a local classic car meet and on the way home in the dark the lights seemed much brighter than normal, I have a voltmeter fitted and the voltage reading was way to high at the top of the scale.

When I arrived home I measured the voltage with a digital multimeter and it was over 17 volts with the engine running.



Voltmeter reading way too high.

So the alternator voltage was overcharging, if I continued to use the car like that it would have damaged the battery and also my car stereo and any accessories plugged in to my auxiliary power sockets like a satnav, phone, dash cam etc. etc.

Fortunately I had a spare alternator in my spares stash, in fact it was an uprated 55A output one, the original GT6 being a measly 28A so I did a quick swap over. However it's always good to have a spare alternator available, both as a spare for future failures or to carry on long distance tours like the Round Britain Run and European trips. I therefore decided to repair my existing alternator.

The overcharging could only really be one thing at fault, the regulator unit, which although integral to the alternator it is a replaceable unit under the rear plastic cover. In fact many of the components are replaceable on the Lucas alternators either individually or as part of a service kit and they are readily available on ebay etc.

The first task is to remove the alternator, a fairly simple task. First remove the plug from the back of the alternator, on my car rather than a plug it's separate wires but as standard it is a plug with 3 terminals.

Then just slacken and remove the fan belt then unbolt the alternator removing the short nut and bolt holding the unit to the adjuster and the long nut and bolt/spacer at the bottom.



New Regulator



Rear Plastic Cover

Once the alternator is removed there is easy access to the rear plastic cover which covers the serviceable components.

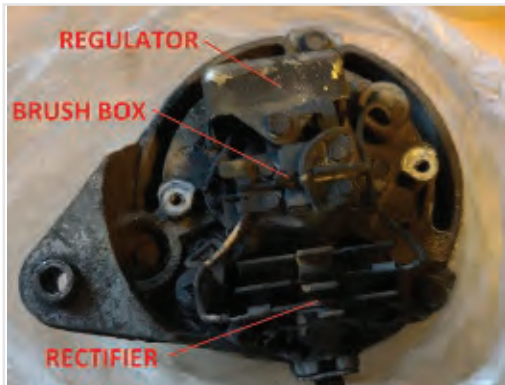
The cover is secured with two hex headed screws, they are in a recess so a slim socket screw driver is required.



Removing the hex headed screws securing the cover



Removing the cover



Cover removed giving access to the regulator, rectifier and brush box

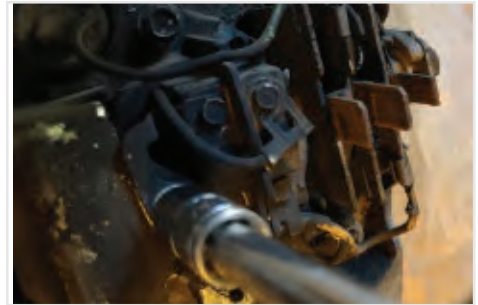
Its sensible to take a few pictures with your mobile phone at this stage to use as a reference when re-

assembling, especially of the connecting wires and fly-leads.

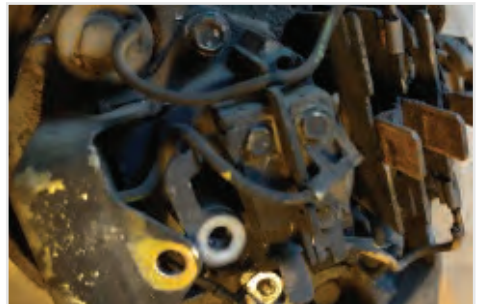
Removing the Regulator



Remove the screw securing the earth fly lead from the regulator, this is also one of the securing screws for the brushbox



Then remove the screw at the top of the regulator unit securing it to the brush box



The regulator can then be lifted out of place, although it will still be connected to the brush box by another fly lead, it is yellow or white in colour although mine was covered in dirt.



Remove the positive regulator flylead

The regulator is now free and can be replaced. However, while I had the unit apart I decided to check the brushes which tend to wear as they are an easy and cheap replacement.

The brush box is held to the alternator by two hex headed screws, the first of which was previously removed to release the regulator negative fly-lead.



Remove the second brush box fixing screw.

There is also a wire connecting the brush box to the rectifier which needs to be removed to release the brush box.



Unscrew this connector to release the brush box



The brush box removed.

Once removed the brushes are visible mine were quite well worn and as they are so cheap to replace (under a fiver delivered) it was a no brainer to replace them.



New Brushes

The slip ring on the alternator is also accessible once the brush box is removed. Although mine was a bit worn it was still serviceable so I opted to reuse, however, the slip ring assembly is also readily available to replace.



Slip Ring visible.



New Slip Ring assembly

The brushes themselves are retained by their metal strips screwed to the top of the brush box, these also are connection points for some of the wires.



Brush retaining strips



The wiring connections to the brushes visible before removing



Removing a brush

The new brushes are replaced being careful to locate the tensioning springs correctly



Replacing a brush

The brushes I purchased also came with new connection strips which were also replaced.



New brushes installed in the brush box

The brush box can then be reinstalled, carefully replacing the various wires and connecting strips, use the pictures you took with your mobile before taking the unit apart to ensure you connect it up properly



Brush box with new brushes re-installed

The regulator can then be secured into place.



Replacing the new regulator.



Brush box and regulator all installed.

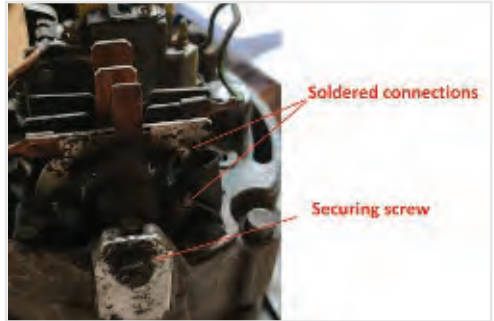
Once it's all back together replace the plastic cover. Then either stash away as a spare or re-install on the car.



Replacement Rectifier

The other part that can be replaced is the Rectifier assembly AKA as the "Diode Pack". If the alternator is not charging at all it's possible that one of the diodes has failed. The rectifier assemblies are also replaceable and readily available. However this also requires a bit of soldering so you will need a soldering iron.

Carefully disconnect the two soldered connections and then remove the rectifier by undoing the hex headed securing screw.



Soldered connections and securing screw

Then replace with a new unit and re-solder the two connections, this is a little fiddly.

It is also possible to replace the alternator bearing. Service kits including all the above components are available on ebay etc or as individual components.

GT6s out and about

This month's pictures are from the 2022 New Years Day meet at the Phoenix Inn, Phoenix Green on the A30 near Hartney Wintney. Always a huge New Years day meet up with several hundred cars at what is an iconic motoring venue as it's where the Vintage Sports Car Club was founded in the 1930s. It always causes a bit of traffic chaos with cars parked on the sides and central reservation of the A30 trunk road for about a mile.

My GT6 parked along the Central Reservation of the A30





Red 2.5 MK3 also parked along the

Red 2.5 MK3 also parked along the Central Reservation



MK2 GT6 based Vincent Hurricane owned by Joe Wilson



Blue MK3 driving through along the A30 owned by Graham Brown

From The Archives

This month's from the Archives pictures are from **Leon Guyot's** collection and were taken at a race meeting in April 1984 held at Goodwood.

I knew the red GT6 MK2 racer well slightly later on as it was owned a campaigned in the 1992 TSSC race series by a mate of mine, **Matt Hollingsworth** and I went and watched him race in the series at Mallory Park and Lydden Hill cir-



GT6 MTD11G at Goodwood in 1984 which was later owned and raced by Matt Hollingsworth

cuits. Sometime between the pictures from Lydden and Matt owning the car it was raced in Hill Climbs and Sprints by **Huw Davis** who Matt purchased the car from.



Blue MK3 racer at Goodwood in 1984.

Andy



TR 4/4A/5/250/6
BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Call to attend Shows

As we enter another year with all the concerns about how COVID will continue to affect our lives, at least we can look back on 2021 and the events that were able to take place.

So, let's all do our best to attend and support any events that take place in 2022, getting our cars out on the road where they belong, here's wishing all TSSC members and their friends and families the best **NEW YEAR** possible -

Bern

TR6'S AT THE TSSC/TR REGISTER & MG SHOW MALVERN 2021



fall under my Reg Sec banner that I saw at the International last August. All beautiful cars and as I always write: If you own or recognise any of



these cars and would like to contact me with any information and images, myself and the Courier readership would love to have more details about the cars and their owners.

IF YOU OWN ONE OF THESE, THEN YOU'RE THE BEE'S KNEES!

TR4 AT TSSC/TR REGISTER/MG SHOW MALVERN 2021

After seeing an image of his car (or should I say one of his cars) in the Courier from the International Show along with my appeal "If anyone



And here are the last few images of cars that

recognises their car, please get in touch”, I had a very nice and welcome email from **John Blake**. His own words below tell a great detail about the car and the images that he sent just make me drool!

So, thanks John, and myself and readers of the Courier are all looking forward to seeing and hearing about your other TR's.



*Good morning, Bernard,
I've just had a look at this month's Courier and see you have a picture of my green TR4 on*



page 42, taken at the Malvern show this year – (368DRK). This is one of a couple of TR4's I own, I've only had this one for about eight years, my other one which is a powder blue surrey top is closer to 40 years! The TR4 in the photo I bought as a runner but was in fact a complete basket case and it has undergone a complete body off rebuild.

As a long-time owner, and with a passion for

TR4's (with a healthy supply of spares built up over several decades) I took the opportunity to improve upon many of the areas that I felt were capable of improvement to make her quicker but also safer and more suitable for today's motoring needs. Her original intended use was as a track and competition car but as my other one is awaiting a new body build which Covid (and garage space) has delayed this one has had to serve many purposes and this year and has been set up primarily for touring. My long-term ownership means I am fortunate enough to have a number of engines, gearboxes/overdrives and back axles at different configurations. I won't bore you with all the changes (I assure you, I wouldn't be bored – Bern) but the rebuild in summary involved: the chassis was reinforced, there are front & rear anti roll bars I made a bespoke wiring loom using modern thin wall cable but adhering as much as possible to the old British colour code wiring conventions, all the lighting is LED and I added Hazard warning, reversing, high intensity fog, high level brake lights (fitted within the role bar), full alarm system, tracker and engine immobiliser, courtesy lights inside the glove box, interior of car, boot & engine compartment. New adjustable front and rear suspension, dual system brakes with fully venti-

lated front discs and twin pot callipers, hydraulic handbrake fitted but retaining the original fly-off as well for originality (I found it difficult to reach the fly off handbrake for hill starts when I was wearing a 3 or 4 point race harness and the addition of the hydraulic handbrake not only served to solve that problem but also makes for some interesting turns..!)

The engine is the standard 4 pot wet liner but



larger pistons and liners and fully lightened and balanced with Weber 45 DCOE's giving + 150bhp, but to my mind – more importantly, some really excellent torque. The g/box is up-rated with (either 22% or 28% overdrive according to what I'm doing) & there is a Salisbury LSD at the back end, all of which I rebuilt. I have always admired the original TR4 works cars that were so successful in the early 1960's and I fitted the front wing vents (which are actually Triumph herald radiator grills) and the extra-long boot hinges (off a Standard Vanguard) just as a nod to this part of the marques sporting history. She was on display in the Severn Hall on the Sunday as part of the TR4's at 60display, but she's certainly no trailer queen having completed nearly 10K miles this year. We've toured Scotland twice, North Wales, Cumbria & Northumberland, plus numerous trips around the Southwest of England where I live, she is used almost every day and still brings a smile even to my (slightly aged) face!

*I've attached a couple more photo's for you.
Kind regards*

John

AMBER'S RUN 2021

This run was started way back in (better not say as the lady concerned may not wish her age to

be known). To celebrate Amber Rowlands' 16th birthday. It has traditionally been TSSC S. Wales last run of the calendar year and usually ends in Brecon Town where we all have a late breakfast/early lunch in a pub or café with a stop at Llangorse lake enroute.

On the morning of the run, I jumped into my TR4A and drove it out of the garage, noticing as I did so, a strange film appearing on the windscreen. I got out of the car and realised that it was rain! Rain in Wales in December?! What could I do? I consulted the TR owners operating manual, but the writing was too small to read, I phoned Fairwater Garage and asked to speak to Martin the MOT man, "where is the windscreen wiper switch on my TR?" I asked, "you are the only one to ever have used it". He explained where it was and I pulled it into the first speed position, the wiper arms vibrated slightly, but did not move. I pulled the switch into the second speed position, the wiper arms stopped vibrating, but didn't move. I opened the bonnet and gave the wiper motor a clout with a dead blow mallet, the wiper arms started to sweep majestically across the windscreen at a rate of one swipe per seven minutes, "Fantastic!" I said. I jumped into the car and had my usual "ton of the run" on the private road that leads onto the M4, then it was along the A470 for the ren-



devious point at Nantgarw where the wiper arms were now sweeping the windscreen at a rate of one sweep per four minutes, they were really warming up. AO Al was waiting for me in his Spitfire 1500 and we were soon joined by The Heydon Twins, Jerad & Kalib (or was it Kalib & Jerad) in their 13/60 Saloon.

Mike the Cake and young Eddie then turned up with Amorous Andy shortly afterwards in his Spitfire MkIV. Megan & Sandra arrived in Megan's 13/60 Convertible with minutes to spare before it was time to leave. We had a great run through the Beacons and it was a magnificent effort by those who braved the weather (which incidentally cleared up by the time we reached Llangorse lake and the rest of the run was made in beautiful sunny weather) and I was especially pleased to see the 5 new members supporting the run. A big well done to TSSC S.Wales! (Megan's 13/60 suffered a N/S vertical link break

on the way home and it was great to see the club members pull together to get the car transported to Rocketdog racing for repairs and Megan & Sandra delivered home safely.)

Llangorse in December? A run to remember!

**E 10 POTENTIAL PROTECTED
FLOAT BOWL - UPDATE**

Many thanks to those members who contacted me then sent me the float bowls from their car's carburettor's. The 28 SU and 3 Stromberg bowls are, as I write this being anodised and I should have them back to return to you within the week, so hopefully you will have them by the time this is published.

I have been assured that the various threaded holes will be protected from being built up with special "bung" so there should be no problem re fitting the bowls and the various fittings.

Bern



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VEHICLE DETAILS - MUST BE COMPLETED

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

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

A1+ The vehicle must exceed A1 - SERVICEABLE and with a little effort could be considered to be Conours.

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

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

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

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

TSSC INSURANCE - CAR VALUES

MODEL	BODY	PROD	CC/Cyls	Concours	A1+	A1/S	P - Project
Herald 948 & S	saloon	1959-61	948/4	8000	6000	4000	1500
	fnc & dhc	1959-61	948/4	12500	8000	5000	2000
Herald 1200/1250	saloon	1961-70	1147/4	9000	6000	4500	1500
	fnc & 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	fnc	1966-68	1998/6	25000	21000	15500	4500
GT6 Mk II	fnc	1968-70	1998/6	24000	19000	14000	4500
GT6 MkIII	fnc	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	fnc	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	sal/est	1963-77	1998/6	20000	12500	7000	2000
2.5PI	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	fnc	1963-64	1147/4	9000	6500	4500	1000
Bond GT4S & 1300	fnc	1964-70	1147/1298/4	6000	5500	4500	1000
Bond Equipe 2L	fnc	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.

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Above Values Revised as of 01/01/2022



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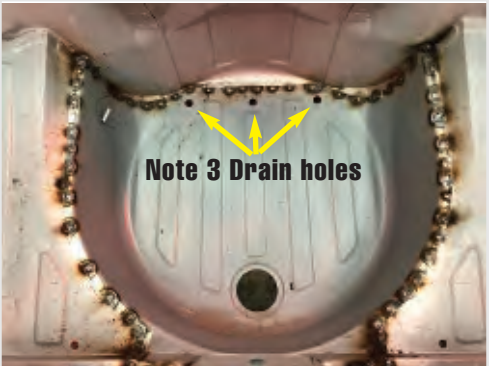
Drain or Protect?

One of the many rust areas on the TR7 is the spare wheel well.

The boot floor is designed so that any water ingress into the boot will find it's way to the



about the chances of water being sprayed up from the road and into the boot? That might get the spare wheel wet, so Triumph and future owners fitted some rubber blanking plates.



lowest point, this being the spare wheel well. Triumph in there wisdom did take provision for the fabrication within the wheel well to include three drain holes for this purpose. But what

So, here we now have a spare wheel well that is designed to let water out to now hold water and we know that water and metal overtime leads to rust.

On the Birtwistle car this was pretty evident and was rusted that bad that prior to going to the blasters it was removed.

I was very lucky to find a second hand wheel well as new ones are not available.



Gordon Birtwistle



Recently we came to the point of dropping in the new wheel well. A relatively easy task until you start welding the spot welds.

The issue is the surrounding metal is quite thin. This led to many hours of slow progress, but as you can see the finished result is excellent and when painted will look as Triumph intended.

As we progress further the next task is again more welding around the boot area.

Wish me luck!

Paul



STAG

Ben Carney stag@tssc.org.uk

Parking Woes

A problem with a simple petrol cap seal.

Good news all Stag owners! Ben has agreed to return to the Stag Register Secretary Role after a bit of arm twisting! So Make Sure you support his efforts and Send him plenty of Stag related Material or the Courier may become STAG less!

Bern - Courier Ed.

Hello, it's February already and the 'Shows and Runs' season will be upon us in the next few months.

It's the time when AO's and Area teams will have been busy planning and organising the events calendar for the months to come. Likewise, I guess many of you have been busy with your winter projects or basic maintenance to get your Stags ready for the impending season.

In March some years ago, I was getting my White Stag out of the new garage (pic 1) and planning to take it for a service and MOT at my local Stag specialist. After all the usual checks including resetting the petrol cut out switch and the preps to get the oil to circulate without the engine firing up, I attempted to start the car. It started perfectly and I drove slowly out of the garage and parked up, jumped out and re-opened the bonnet. The engine was purring away, then cough, splutter, stop; the engine came to an abrupt halt! I turn the ignition over, it spluttered, but would not start. I checked the fuel



gauge, knowing I had at least an 'eighth' of a tank. Yes, I know now that I should have drained the tank, emptied the carbs



and then put fresh petrol in before I restarted it, but I hadn't. However, I had been warned by my local Triumph Specialist not to leave petrol in the tank, so was I paying the price? The fuel gauge was half full; that did not make sense! Why was the tank half full?

I had stopped using the car late in the previous August and had parked it up on the new garage base (pic 2). The new garage had been built in the November, so the car had stood out in the elements for nearly three months. I had covered the car with a waterproof cover, but it had been continuously blown off by the wind, so I had given up! The car had been parked on the road whilst the new garage was erected and then im-



mediately driven into the garage almost as soon as the building work was finished (pic 3).

So what was wrong? The local Stag specialist arrived to further the investigation. He turned the



ignition on, the petrol pump made the usual noise, the engine turned, but not even a splutter this time. He re-checked the petrol cut out



switch. It was fine! He then checked if fuel was getting to the carbs. Yes, petrol, correction; a fluid was getting to the carbs. It was clear and did not taste or smell of petrol. It was water! He went straight to the fuel cap (pic 4). The rubber seal was badly perished, causing the cap to fit badly. He suggested that during the three months of being parked up, rainwater had managed to enter the tank. Oh ****!

Moving to the engine bay, (pic 5) the Stag specialist stripped the air intake assembly and poured some petrol into the carbs. On instruction, I turn the ignition key; then splutter, splutter, cough, the engine burst into life, and purred for about ten seconds. Yes, water, ***** water he confirmed. A new plan of action had to be put into place.



He would remove and drain the tank, (pic 6) whilst I went and acquired ten litres of petrol. Ok, this is the bad bit. I got two green petrol cans from the garage and got into my everyday car (in background of pic 1) the MG TF (sorry, but I was



using it to help my beleaguered Stag). Anyway, I seem to buy cars with engine problems, it's a

challenge, ok a pain! The MG TF was replaced in later months with two cars that claim their philosophical direct descent from the Spitfire and the Lotus Elan; the Mazda Eunos / MX5 (pic 7).

Anyway, I went off to get petrol, whilst the Stag specialist began removing the fuel tank and drained the offending contents. On my return he used some of the petrol to flush out the tank and neatly poured this now contaminated petrol into a spare old oil can that happen to be hanging around on a shelf in the garage. He refitted the fuel tank and connected the fuel line to the tank. He then got me to turn the ignition key to get the fuel pump to flush out the fuel lines before he replaced the fuel filters and then reconnected the fuel line to the carbs. He then poured a small amount of petrol into the air intake and then replaced the air intake assembly. We were ready to start the car. First attempt, splutter! Second attempt, splutter splutter, bingo. The V8 purred into life, not perfectly purring but not far off.

Now the expensive bit. "I think you should overhaul the carbs to clean them out completely, the water contamination needs sorting out". "Ok, when can you do that?" "Next Tuesday". I

that had stood idle over the winter months. The next Tuesday armed with a box of appropriate spares I took the car around to the Stag specialist's workshop. During the next few days, the carbs were removed and overhauled, replaced and tuned up, a full service was performed, and an MOT gained. The car still had six weeks remaining on the tax disc, so I was able to enjoy the car immediately on its return. It once again went like a rocket. It purred like a new kitten and turned heads as I drove around the country lanes of Cheshire. As part of the service and MOT I had the Stag specialist go over the car with a fine toothcomb and asked him to make a list of every fault and imperfection he could find. Well, you can imagine the length of the list for a car that had been on the road since 1973, but more on that list another time. The Stag was back on the road and ready for the season!

The events calendar was full, the shows and runs awaited!

Stags around the Club.

There are many Stags within the TSSC Areas, so I would like you the members to start sending in pictures and stories of your exploits and experiences with your Stags. I will start by featuring my



agreed that as part of an extended service, I would have the carbs overhauled. I had been aware of a slight splutter last time I drove the car and the previous owner had provided a carb service kit that lay in a box in the garage, along with a fuel cap rubber seal. Oh, ****, if only, if only I had sorted out that seal months ago.

I immediately fitted the new seal without further prompting (pic 8).

I took the car for a drive around the district; it ran pretty well, the odd splutter on acceleration, but nothing more than to be expected from a car



own experience with my other two Stags (pic 9 and pic 10). Through-out the Club the quality of cars is somewhat overwhelming, especially when these award-winning cars proudly display the TSSC badge on their front grill. This is a fantastic Club, so let's get your cars in the magazine and show the quality that is to be found in this Club! So, if you would like your Stags to be featured, please get in contact.

Do you have any interesting projects underway or planned for the future, why not let me know and I could follow the project month by month, providing other members with an insight into your experiences and adventures! I'm sure there are plenty of interesting projects out there, waiting to be reported on. **So come on, drop me an email of what you are up to!**

As the events unfold during the forthcoming

season it would be good to hear from members as you visit events and win awards for your Stags. There are plenty of events occurring up and down the country, with a fantastic array of events being organised by the various Areas within the TSSC. Make sure you get to these events and take your cameras, then please, please send in your articles and pictures.

On a final note, my descriptions above are of my experiences and not intended as a guide to undertake the overhauling of the fuel system. Please refer to the Triumph Repair Operation Manual for the method prescribed by Triumph for undertaking such work or consult a Triumph specialist.

Keep those V8's purring!
Take care,

Ben



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New Year Run

Hello. Hope you and yours are well. It's a strange old time at the moment.

I occasionally go back to check on something and read what I wrote and establish what level covid was at!!

It continues now, so we carry on as much as we can!! With that, Phil from South Bucks area had a great idea for a New Year run to the 'Wriggly Monkey Brewery' which is in the Bicester Heritage centre. It's the same place the hold the ' Bicester Scramble' where hundreds of car enthusiasts gather throughout the year. Its generally pre 1990 cars allowed but as normal, certain others are 'invited'. Check www.heritage.co.uk for details. As you can see from the pictures, it was wet!! This was against the forecast! Phil has a very impressive road knowledge so we went cross country to Bicester. Unfortunately, the rain and the mass constructions of HS2 (I limit my comments !) combined with new housing estates, led to what was a lovely road through the country to be a splish splash show with lots of traffic! However, the hot coffee and mince pie as we sat under cover looking at the cars was all worth it! We then had a look round other vehicles there, and some of the other structures around. We did return along the M40 instead

[Pics 1 & 2](#)



Thanks again to Phil from South Bucks Area for the idea.

As mentioned, I do like to keep the car running throughout the year. I pick and choose the moments, keeping a mental note of last cold, salted roads nights to heavy rain washing it away. There is always risk but just trying to keep it all working is the main objective. With my two older boys who are still at home, with their own cars, my wife's car plus my modern car and TR7 plus motorbike, means space on the drive is always limited. My Spitfire has the easy life and lives in the small garage. Its too small for anything other than the Spitfire! So, it depends on what car is being used for what, but unfortunately means one car has to be out on the road. Fortunately I live on a cul de sac so limited traffic, but

still, it's a concern. One small issue which we probably aware of, but my 2000 has the original black and white number plates. Even with my modern car and its led head-lamps, it can only pick up the reflectors in the rear light lens!! I'm currently trying to establish if I can now utilise a bit of the back garden as we had a misplaced tree removed

(the tree surgeon actually said it's the wrong tree in the wrong place, ley-landii is a money pit!) to put a parking spot there.

Carl



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New International Contacts

Last month, we brought you the great news of a new Country Contact in Israel - Michael Kaye.

You may remember that, as we went to press, the ship carrying Michael's Vitesse had arrived in Israel and we promised you a brief update this month, so here it is, in the form of two momentous pictures.



The first shows Michael reunited with his Vitesse soon after unloading and whilst she was still in Haifa port. The second shows her in the MOT test facility, where she apparently passed with flying colours.

We are a little envious of the subscript on her new, Israeli number plate - whilst the top row records her licence number, as happens across the world, the second row pronounces that she is a 'Collectible Car' - in Hebrew.

Having welcomed Michael as

Country Contact for Israel last month, we are thrilled to be able to welcome another new Country Contact this month, this time in Malta!

Although new to the TSSC, **John Pullicino**, has been a member of a Maltese car club for a number of years and tells us that there are local clubs for MGs, Mazda MX5, American cars, Minis and Ford, but not Triumph. He plans on being active as the TSSC's new Country Contact, seeking to raise the profile of both Triumphs and the TSSC.

This is John's story:

"Allow me to introduce myself, as a recent new member of the Triumph Sports Six Club. Although I have only recently joined the TSSC, I

have been keen on Triumphs, particularly the Spitfire, since the age of 7. Spitfires were quite popular in Malta as was the Herald and 1300 in the sixties particularly because of accessibility and affordability due to local assembly. My father bought a new 1300 in 1968 and I remember visiting the Car assembly plant in Marsa where it was to be built. A few weeks later we collected the brand new car known locally for its luxurious touches from Muscat's Garage. I still think that the Triumph 1300 is miserably underrated in today's classic car market.

Fast forward to my University days when my appetite for the Spitfire had not been satiated until I bought a 1996 model sometime during 1978. That was a Spitfire 4 assembled in Malta and originally tuned to stage 2 in order to compete in local hill climbs organised with the British forces, then still in Malta. Alas, I foolishly never contacted its original owner who I heard equipped it with

twin webers and a semi race cam. What I got for my money, having saved every penny throughout my childhood to buy this car, was a very tired version with one carburettor working, severe rumbling from the bottom end, piston slap galore, burnt valves and broken valve springs. I managed to rebuild its engine at the age of 18 on a very limited student budget.



When I graduated and started working I needed a daily runner which I could lock and park without fear of having my car stolen. I managed to sell the Spitfire at a profit and used a 1974 Austin Mini, also locally assembled, acquired from my father for my daily chores as a local petrochemical surveyor. It took time and grazed knuckles to keep up with the maintenance and repair jobs on the Mini, having to learn new skills as I was previously spoilt for accessibility of mechanical parts when repairing the Spitfire.

Time came round to build a new house before getting married. The Mini was not a good candidate for lending a hand so instead I bought a banger Herald convertible from an ex-self-drive hire fleet.

The Herald was used as my truck carrying sacks of cement, asbestos drain pipes, large volumes of water, sand, spalls and inevitably was in a very sorry state at the end of this building spree. Impressed with its durability, I did a part restoration complete with re-spray.

Spurred by this success, a full restoration on a Volkswagen beetle of 1964 still with 6 volt electrics followed to become my first complete classic car resto. The result was so encouraging

that I did a full body off the chassis on the Herald spending 5 years to complete including stripping, chassis repair works and a complete re-spray in my back yard. It is incredible that the entire Herald was brought out single handed in its dismantled 'Meccano' state into my back yard through a single leaf one metre wide door and assembled again in a clean garage.



Needing to treat the Herald and Beetle as real classics, I had lots of luck coming my way when I bought a Ford Escort Mk1 estate to do the daily errands. When rust started threatening the Escort's monocoque body I decided repair was too expensive as it had to be entrusted to a professional without the possibility of dismantling into chassis, tail, bulkhead and bonnet as I did for the Herald to facilitate work.

I sold it off at a good price and bought a rust free 1972 Toledo instead. It was in good shape, also locally assembled but I am still refining me-



chanically with the bonnet now needing some attention and having overhauled suspension and brakes. Recently I completed a gearbox overhaul having lost second and fourth gear on an outing.

Regretfully my old Spitfire did not survive its original identity. Back then It had its original copper header tank sitting on its inlet manifold and was essentially in its original build specifications

when I had bought it. After a long search I found out that parts of the car survive as a MK2 format after a local dealer butchered it to try and sell it off as a MK3 with replaced doors and raising the front bumper to a high level.

My dream is owning a third Triumph, preferably a GT6 to replace this void. Although these were also assembled in Malta, surviving numbers are very low indeed. That sweet 6 will hopefully become a retirement present one day!

Whilst I dream of acquiring a GT6, I feel honoured by the TSSC entrusting me to get Triumph cars and their owners together locally under the club auspices. This for me is another triumphant dream come true."

We are sure that John's enthusiasm should see Triumphs getting a bit more attention in Malta. A massive thank you for this first report, John - we look forward to hearing more from you as you raise the TSSC banne and hope that any TSSC members visiting your islands will make contact.

Our final story this month comes from the southern hemisphere. **Andy Heys** - a member for 30 years - wrote to us from Canberra, where he moved from Cheshire, on a 2 year contract, 12 years ago in 2010. That clearly went well and he now considers himself "50% Brit and 50% Australian" with half his family in Australia and half in the UK. As we went to press, Andy had a trip to the UK booked for February, so if that has come off, in these times of restricted travel, he may be in the UK to read his report, which we're pleased to include here:

Up until March 2020 I've spent most of the year in Australia for work and perhaps 8-10 weeks in the UK spending time with the family there. I was just about to return to the UK in late March 2020 for my Mother's 90th birthday when the music stopped and everything went on hold. Since then she's had her 91st birthday, my Dad his 92nd, another (UK) grandson has arrived and other life events have been and gone.

COVID in Canberra was a bit of an odd experience in that we had an initial flurry of cases in April and May 2020 but other than stopping interstate travel life continued as normal actually in Canberra right up until the arrival of Delta in mid August 2021 when we got the full lock-down experience. That ended in mid-October and we've been easing back to normality since then, but in retrospect we've had it easy compared with the UK.

The half of me that is Australian is not a Triumph owner; here I have a 1999 Lotus Elise S1 and a 2000 (Rover) Mini Cooper Sport which I bought and used originally in the UK and which I've imported to Australia after much time, effort and paperwork plus a Land Rover Discovery 2 (V8) and a Ducati 748R which I've acquired here. The Elise was a recommissioning project after it had been in the garage in the UK for 6-7 years but the Mini was a complete restoration project done in the UK and the paperwork was finally completed today so it's now officially registered and on the road about 3 and a half years after it was pulled out of the garage.

The Brit half of me owns a Triumph GT6 Mk2 which is in need of a full restoration; the body tub is in a very sorry state and the engine was in need of looking at when it went into the garage in the early 2000's (and was replaced by the Elise rather than fixed). Alongside it in the garage is a 1965 Lotus Elan SE FHC which is also in need of a full restoration (plus a Royal Enfield Continental GT motorbike), all of which I acquired many years ago and are waiting on time, effort and money. Now that the Mini project is done, the question is, what next - so I'll be having a think about that when I'm in the UK in February.

Whilst I'm not a Triumph owner in Australia, I still look out for them. What you tend to see on the roads are big saloons, Stags and TRs with sightings of Heralds, Vitesses, Spitfires and GT6s only at car shows. That said it's unusual to see a big saloon or a Stag and TRs are sunny Sunday afternoon sightings typically though there was/is a well-used TR7 in Canberra which I've seen several times but not recently. That scarcity is reflected in the car ads where looking today there were 16 Triumphs advertised country-wide with TRs way out of proportion to the numbers built.

Triumphs do emerge for car shows such as the 'Terribly British Car Show' focused on cars of UK origin. It used to be held in the parliamentary triangle in Canberra but has moved over the border to Queanbeyan in NSW for the last couple of years. The 2021 event was on Sunday. Unfortunately I only had an hour to take a quick look around and grab a few photographs.

Overall, the most common car was a Jaguar E type (I never thought I'd ever write that) with Jags being the best represented marque fol-

lowed by Rolls Royce / Bentley then MG, Minis and probably Triumph next.

On Sunday there were around a dozen TRs ranging from TR3s through to TR6s, I don't recall a TR7. The one that caught my eye was a powder blue TR4 which might be a fresh restoration; based on the registration number it's certainly



newly registered in Canberra.

Next to that was an unknown (to me) Triumph tourer of some sort. I did subsequently do a bit of detective work, having spotted a name badge on the scarf in the car - 'Guy Langford' and un-



derneath 'Triumph'.

An internet search turned up what looks like the right car and explains the oddity that I couldn't put my finger on when looking at it, in that the body looked 1930's but the engine looked 40's/50's - which is what it is; a 1932 Triumph Scorpion 2 seater tourer with a later Triumph Roadster engine. That said I'd never heard of a



Triumph Scorpion before, but since they only built around 500 of them that's perhaps not a big surprise.

The other Triumph row had 3-4 Stags, a similar number of big saloons plus a lone Dolomite and a Herald. The notice on the Herald said that it



was an original Australian assembled 12/50, one of a few hundred. An interesting feature was the



interior trim which was two-tone and looked period but I don't know whether that was original or not and, not being a Herald person, I don't know whether that's 'Australian' or was more generally available".

Andy tells us that he is on the trail of more Triumphs in the Canberra area, so we look forward to hearing more from him in the future.

A big thank you to John, to Andy and of course to Michael. We rely on the enthusiasm of our UK members who travel abroad and of those across the world, to keep our reports fresh and interesting, so we'd love to hear from you, wherever you are. Please write and tell us a little (or a lot) about your cars and how things are in your part of the world, or of places you've taken them to, at international-liaison@tssc.org.uk and we'll be pleased to bring your story to the pages of The Courier.

Jess & John



Toledo-Dolomite-1300-1500

Andrew Burford toledo@tssc.org.uk

First Time - Car of Show

Hi and welcome to the small saloon register again.

Well first of all I hope you are keeping well and safe in the ever changing restrictions and regulations but at least you're reasonably safe in your Triumph....

I thought I would get the full story of the TSSC Car of the Show at Malvern and delighted a Toledo gets recognised for the FIRST time at any show....

Over to **Chris Howell.**

"I originally joined the TSSC at the start of 2018 to get assistance with getting my parent's Toledo back on the road. It was bought new by my father and parked in a garage in 1982. I knew absolutely nothing about classic cars, but getting the engine running again and fighting the DVLA bureaucracy to get the car registered again seemed like two important areas to begin with. I was fighting against time as my father was terminally ill.

the car re-registered. The then East Berks area rep Mark Smith kindly came to validate the car, completed the necessary paperwork, and gave me a bit of a help pointing out some of the obvious bits that needed attention on the car which was a half finished restoration project. It turned out that the engine was totally seized so I got it rebuilt at a Triumph specialist, and the engine ran for the first time in 36 years in April 2018. That was great, except that dad died literally days before.

This was pretty hard, but it made me even more determined.

At this point I decided to re-start the restoration from scratch, I sent the car to a bodyshop to be painted and I set about restoring everything else. I originally planned to get the car on the road for the Triumph Weekend in 2019. This proved to be hopelessly optimistic. However, the car did get trailed to the NEC Classic Motor Show in 2019, more than a little bit unfinished.

Covid happened, and then meanwhile I had a



The Toledo is not the most common car in the TSSC however as the registration had lapsed as it hadn't made it onto those new-fangled "computer" things in the early 80s I needed assistance via the club's membership of the DVLA V765 scheme to get

long list of unfinished or not-quite-right items to work through during lockdown in 2020. Putting the world's most complicated jigsaw back together after decades in boxes has certainly taught me a fair bit about classic cars.

The 2021 season was therefore its first on the



road, it passed its MOT first time, and the car got an honourable mention at the Festival of the Unexceptional, which was great. I was in two minds about entering the car into the concours at the Triumph and MG weekend in 2021. I restored the car in memory of my parents, not to enter competitions. I went ahead and I think a lot of people did a double take, seeing a Toledo in the concours hall against rows of gleaming TRs and other more desirable Triumphs!

I had lots of lovely comments from people that enjoyed seeing a pretty rare car in an even rarer specification and colour - 2 door short bumper laurel green - entered into the concours. Many people had evidently learnt to drive or had a Toledo as a first car and you can't beat a bit of nostalgia.

I was amazed and astounded to win the Concours Car of the Show against plenty of other cars. I might have shed a tear or two driving away after picking up the prize. I can't think of a better way to remember my parents than by getting their car back on the road again; it was their car immediately after they got married in 72 and they did 110 000 miles in it until it was parked away as a rusty wreck.

Thank you to everyone in the club, too many names to mention, for the friendly welcome and the assistance."

Chris

I have some more news in the next instalment. Until next time, see you at the shows.

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Andrew



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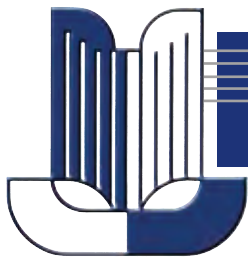
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New Year Run 2022 by Colin Wright Derwent Valley AO

After a two-year absence the Notts and Derwent Valley New Year Run returned on 9th January 2022.

What a fantastic turnout for our first event of 2022. Twenty-two classics and 8 modern cars embarked on the run with 3 more classics at the start meeting point to send us off on our travels.

The majority of the cars were Triumphs. We also welcomed Jaguars, Mercedes, Subaru, a Vauxhall Victor and a Ferrari.

We also welcomed new TSSC member **Paul Handley** with his 2000 to his first ever Derwent Valley event.

The first casualty came to light just before the start with **Chris Allen's** 2000 saloon water pump failing, so he decided to limp the car home.

The weather was fine and dry and the views along the route did not disappoint.

The first 45 miles took us towards Chatsworth House before turning west towards Matlock, then north along Via Gellia before heading back to Belper via Wirksworth. From Belper it was only a short hop to Ambergate where we called at 'The Great British Car Journey' museum. The 'Great British Car Journey' is a car museum that only opened in



Starting 1



Starting 2



May 2021 and specialises in British Manufactured cars. You can even get to drive them around a private circuit. They had kindly agreed to host our 'pit-stop' allowing us to use their facilities and café. What fantastic

host they were greeting everyone enthusiastically and warmly. Derwent Valley are planning to return to 'The Great British Car



GBC - Ambergate

Journey' once more in 2022 to enjoy a longer visit and tour. The first 45 miles of our day out took its second and third casualties. Not being deterred by a little puddle spreading across



Cherished Spitfire

the road (which everyone else was taking avoiding action)



One eyed Vit

Roger in his cherished Spitfire decided to speed up and splash through with gusto, only to come to a grinding halt

with very wet electrics on the other side.

Ian's Vitesse parted company with a headlight surround somewhere along Via Gellia.

After a refreshing drink and a sneak peek at the Museum displays, we set off on the second part of the journey taking a 32-mile indirect route to Mansfield Town FC's football ground where Sunday

lunch was waiting for us. Adrian and Julie arrived at the football ground first, some considerable time before everyone else.

It transpires that they decided to follow the car in front and did not realise that they were not following the route until they joined the M1 motorway. Not having a clue on how to re-join the route switched on the SAT-NAV and drove straight there, arriving before the organisers.

There were plenty of Doctors and Nurses on hand and thankfully, none of them were needed. **Lisa Hutchinson** was awarded the prize for the best dressed in our fancy dress competition. After the raffle, the money in the tin was



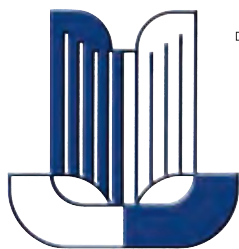
We can see you now Sir!



Best Dressed Lisa

counted and we had raised **£225** for **Derby Kids' Camp** our chosen charity for 2022.





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Vitesse



VITESSE MK1 CONVERTIBLE. 1968 Mk1 2ltr overdrive. Conv, good mechanics, recon gearbox, no body rot. paint work needs attention. Inc. tonneau cover. £7,500 ono **John (Pembrokeshire) 01646 695396.**

MK1 CONVERTIBLE 2 LITRE. Original Convertible owned for 12 years. Excellent Runner very reliable. Midnight, Navy. Ready to drive. Photos Available. £8,750 **Dena Bex (South Devon) 07838 460899.**

TR6



TR6 PI 1972 - UK Car with overdrive. Full and careful body and mechanical rebuild recently completed. Absolutely superb. Happy to supply further details on request. £30,000 **John Verdon (Gloucestershire) +447740 402200.**

Triumphs Wanted

STAG



1976 YELLOW STAG AUTO. Original 3 litre. 4K miles from restore and engine rebuild. Newish Hood and tyres. New choke cable, Drives superb. Photos on request. Garage space needed £13,499 **Deborah Woods (Lytham St Annes, Lancashire) 07940 675251.**

TR5 WANTED Looking for a TR5, any condition, RHD only. Up to £45000. **Daniel Mahoney (UK) 07972 014826.**

Parts Wanted

WANTED SPITFIRE 1500. Temperature gauge new or used glass intact being main consideration can collect locally or will pay postage **Brian W Gilliver (West Midlands) 01213 081543.**

ROLLOVER BAR. Looking for a Rollover bar for a Triumph Spitfire Mk3. **Steven Cox (North Yorkshire) 07717 136170.**

WANTED for VITESSE 2L MK1 SALOON. Boot Mat. Also Bumper Centre Section Rear. **J. Rimes (Gloucs) 01285 654183**

GT6 or SPITFIRE HEATER BOX? Help !! has anyone got an old heater box for Spit or GT6, I need one to butcher to see if I can upgrade output. **Geoffrey Dent (Chester le Street) 07773 440201.**

MK1 VITESSE PARTS WANTED. Front Grille. N/S front seat runner. **Steve Hall (Essex) 01268 681133**

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Parts for Sale

VITESSE MKII BRAKE DISCS. Discs off a Mk 2, complete with vertical links, good hubs and bearings, calliper attachments, steering arms and trunnions. £100, or make me an offer! Photos Available. **Del Holman (West Kent)** 01732 743747.

COURIER MAGS About 30 yrs of The Courier Magazine, could be more, believed complete, mint condition, will swap for a bottle. **Alan Lucking (Northampton)** 01604 719435.

WORKSHOP MANUAL DOLLY 1500TC workshop manual. Photos available. £10. **Del Holman (West Kent)** Tel: 01732 743747.

4 REVOLUTION 4 SPOKE ALLOY WHEELS suitable for small chassis Triumph. Painted black with silver. Collect from Nottingham. £200. **Graham Cartwright (Nottingham)** 07708 467413.

GT6 SIDE WINDOWS. Off hardtop. Excellent condition. Photos available. £30. **Del Holman (West Kent)** 01732 743747.

SPITFIRE/GT6 & TR4 PARTS. 1 pair L/H & R/H Fibreglass Front ¼ Valances Spitfire (Mk1V & 1500) & GT6 Mk3, Fuel Tank w/sender TR4. Offers. **Doug Balderson (Stamford)** 07860 415950.

EMERGENCY SPARES BOX. For GT6 or Vitesse. Storage box with 1 set HT leads, 3 rotor arms, 2 panel bulbs, 3 condensers, 3 sets points, 1 distrib cap, 6 NGK plugs, 2 fuel filters. 1 Fan belt (New) Worth over £50 Price £39 Free shipping. **Clifford Beal (East Surrey)** 07545 800313.

HERALD 13/60 PARTS. New unused bonnet catch. Original radio cassette with speaker pod. **David Bailey (Sheffield)** 01226 764970 or 077699 43709.

2000/2.5PI MANUAL Now very rare. Factory Workshop Manual 1964 + updates. Good Condition, original binder. £40. Includes Heavy Item Postage. **Roger Harvey (Newcastle)** 0191 4887619.

HERALD 13/60 PARTS. Hood frame, prop shaft, cylinder head. Radiator for recon. Flywheel. Distributor. Dashboard with controls. Instruments. Other parts. **Richard Wheatley (Dorset)** 01935 891591.

TR4 +4A CARPET SET BLACK Carpet set, complete except for right hand side floor. Most pieces new. £5. **Graham Charles (Leicestershire)** 01162 312531.

5 x TYRES. 155/80/R13. One Unused Goodyear. Four Goodrich with 6mm+ tread. Tyres only. Collect Morpeth, Northumberland or send Courier. £125 the lot. **Joe Morpeth. (Northumberland)** 07831 097659.

MARK IV CHASSIS. For sale a markIV chassis in good condition but a few repairs needed at the front where the quarter valances bolt on, collection from Cheltenham. £100. **Andrew Boyd (Cheltenham)** 07713 892847.

SPITFIRE IV / 1500 GLASS FIBRE HARDTOP. Sapphire Blue. Good condition. Glass fibre construction with black flock lining and perspex

windows. £50 **Andy Key (Derby/Notts)** 07771648334.

VITESSE 1600 ROLLING CHASSIS & PARTS. Stored in dry garage. All outriggers, brake pipes & hoses, bushes, suspension components & clutch disks replaced. Engine stripped & checked, very little wear. Brakes overhauled, s/s exhaust. Comes with Original bonnet, boot lid, fuel tank, lights, wiring, dashboard, steering wheel, seats, interior panels, chrome work etc. Photos available. OIEO £2,000. **Verity Knighton (Warwickshire)** 07817 860643.

GT6/2000 PARTS. GT6 Mk3 Tailgate, no rust with glass (HRW) 4 Minilite style 13 inch wheels with good tyres and centre caps. 2000 MK2 Estate Tailgate, no rust with glass (HRW). Offers. **Nick Sharp (Horley Surrey)** 07771 925347.

SPORTS EXHAUST. Spitfire 1500 Sports exhaust Stainless System. Front pipe (Mild Steel). Centre, Y Section and Twin Boxes in S/S. Good condition. £60 ONO. **Alan Wright (Southend on Sea)** 07930 983966.

5.5J DEEP DISH WHEELS X 5. Professionally restored recently. On new tyres Toyo Proxes 185/60/13. Cost me £750 and a lot of searching/legwork as these are rare. £750 ONO including delivery to UK. **Jon Martin (Devon)** 07836 355 059

FACTORY SPITFIRE HARDTOP. Needs new headliner, prepping and painting. Current colour mid-pageant blue. Can email images. £300 ONO including delivery to UK. **Jon Martin (Devon)** 07836 355 059.

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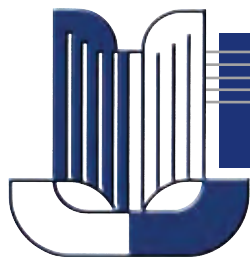
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Triumph Sports Six Club

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

HERALD 948/1200/1250

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

HERALD 13/60

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

SPITFIRE Mk I/II/III

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

SPITFIRE Mk IV/1500

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

VITESSE 1600/ Mk I/II

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

GT6 Mki/II/III

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

BOND

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

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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

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TSSC TRIUMPH ARCHIVE

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AMPHICAR

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

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February 2022

AREA NEWS

AREA

Directory • News • Events



2022 TSSC

Isle Of Wight

Triumph Weekend

Friday 29 April to Monday 2 May 2022

***** NEW VENUE *****

Waverley Park Holiday Centre

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

www.waverleypark.co.uk

Telephone: 01983 293452

email: holidays@waverley-park.co.uk



AREA DIRECTORY

AREA MEETINGS Check with AO!

SCOTTISH AREAS

SCOT CENTRAL	Dave Fray: 07557 659311 Harvester, Springfield Quay - GLASGOW. G52 4DR. West Coast Hawes Inn - SOUTH QUEENSFERRY - EH30 9TA East Coast	1ST THURS. 7.30PM 2ND MON 7.30
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	Keith Warren: 07534 820155 The Motorist, SHERBURN IN ELMET, LS25 6JE, Hare and Hounds 8 Silver Street. RICCALL. YO19 6PA.	2ND SUN. 4TH TUES. 7.30PM
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	New AO/s Wanted Contact Nigel Hill 07976 163006	
DERWENT VALLEY	Colin Wright: 01773 531580 Smalley common ex-servicemens club, STANLEY COMMON DE7 6FY. Roaming Meets.	1ST MON. 7PM. 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. LINC. 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 Contact AO for venue meet ups.	3RD TUES. 7.30PM.
PETERBOROUGH	Charlie Noble: 01780 666045 The Gordon Arms, PETERBOROUGH. PEW2 7DH	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 ST I 5 0PX	LAST WED 8PM.
WEST MIDLANDS	Chris Allen: 07505 110922 <i>Drakes Drum</i> Great Barr - BIRMINGHAM. B44 8TR	1ST TUES. 7.30PM.
WORCESTER	Vicky Kitchen: 07745 299457 <i>The Oak</i> , Worcester Rd, UPTON SNODSBURY, WORCS. WR7 4NW	1ST MON. 7.30PM

EASTERN AREAS

CAMBRIDGE	Tom Hartley: 07795 436149 <i>Crown and Punchbowl</i> , Barrington Green, HORNINGSEA, CB25 9JG <i>Barrington Village Green</i> , CB22 7RZ. (and at 12pm New Years Day)	1ST MON. 8PM 1ST FRI 6PM (Apr-Sep)
ESSEX	Mike Titchen: 07860 708356 Contact AO for Monthly Meeting Venue	2ND SUN. 12NOON
M25 EAST	John Hill: 07938 526324 <i>The Royal Hotel</i> - PURFLEET - OCTOBER TO APRIL	4TH SUN. 12 NOON
NORFOLK	Paul & Christina Girling: 07584 000442 <i>The Ringland Swan</i> , 1 The Street, RINGLAND, NORWICH. NR8 6AB	2ND MON. 8PM
SUFFOLK	Colin Wake: 01206 250360 <i>Sorrel Horse</i> - BARHAM - IPSWICH. IP6 0PG	1ST TUES. 8PM.

SOUTH EASTERN AREAS

EAST BERKS	Doug Brown: 01189 321390 <i>The Shire Horse</i> - Nr MAIDENHEAD on A4 - SL6 3QA	2ND TUES. 8PM.
SOUTH BUCKS	Daniel James: 07818 052276 <i>The Harte & Magpies</i> - Coleshill, AMERSHAM BUCKS. HP7 0LU	3RD WED. 8PM.
CANTERBURY	Anne Mullender: 07845 916665 <i>The Red Lion</i> , Badlesmere, FAVERSHAM, ME13 0NX	1ST THURS. 7PM.
GATWICK	Tony Locker-Lampson: 07775 564427 <i>The Red Lion</i> , Lion Lane, Turners Hill, Nr CRAWLEY, RH10 4NU	2ND TUES. 8PM.
HANTS & BERKS	Alan Fulbrook: 07795 096394 <i>The Twesledown</i> , CHURCH CROOKHAM, FLEET, HAMPS, GU52 8DY.	1ST TUES. 8PM.
HERTS & BEDS	Peter Lewis: 01582 750943 <i>The Raven PH</i> , HEXTON, NR HITCHIN. SG5 3JB.	4TH MON. 8PM
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672 Various - See report in Area News	CALL FOR DETAILS
WEST KENT	Colin Robertson: 07810 102525 <i>The Woodman</i> - Goathurst Common - IDE HILL - TN14 6BU <i>The Castle Inn</i> - Main Road - BODIAM -TN32 5UB	LAST TUES 7.30PM LAST WED AT 7.30.
NEWBURY	Dave Rumens: 01635 868640 <i>The Coach and Horse</i> , A4 MIDGHAM, RG7 5UX. <i>The Craven Arms</i> Skinner's Green Ln, ENBORNE. RG20 0HG.	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	Geoffrey Scarborough: 01892 613164 <i>The Halfway House</i> - Rose Hill, ISFIELD SUSSEX. TN22 5UG.	1ST WEDS. 8PM.
WEST SUSSEX	Nigel Ayre: 01403253034. <i>Selsey Arms</i> - Coolham, - HORSHAM. RH13 8QJ	3RD WEDS 7PM.
THAMES	Mickey Hazell: 07773 623807 <i>The Prince of Wales Inn</i> , 48 West End Lane, Esher KT10 8LA. <i>George Inn</i> - 29 Windsor Road, - WRAYSURY. TW19 5DE	1ST THURS. 8PM 3RD THURS. 8PM

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241 Royal Oak - GOODWORTH CLATFORD. SP11 7QY.	2ND WEDS. LUNCH 12.30PM
AVON	David Dyer: 07860 878058 The Wishing Well - CODRINGTON. BS37 6RY.	1ST TUES. 7.30PM.
CORNWALL	Carol Coventry: 07979 464643 Hawkins Arms - ZELAH. TR4 9HU.	2ND THURS. 8PM
DEVON	Sue & John Franklin: 01548 821348 Nigel Kenneison: 07804 731599 Claycutters Arms - CHUDLEIGH KNIGHTON. TQ13 0EY. Ring A.O. Details	3RD WED. EVES. 1ST SUN. LUN
NORTH DEVON	Darren Groves: 07806 351499 Andy Luckhurst: 07971 413045 Crealock Arms - BIDEFORD. EX39 5HN.	1ST THURS. 7.30PM
DORSET SOUTH	Robin Nicholls: 07920 549474 The Three Compasses - CHARMINSTER - DT2 9QT. March to Sept	LAST MON. 7.30PM
GLOUCESTER	Jane Rowley: 07802 171227 Aviator Inn - Staverton - GLOUCS AIRPORT. GL51 6SR.	3RD MON. 8PM
SOMERSET	Alan Desbois: 07778 923064 Denise Desbois: 07896 412957 The Knowle Inn, 115 BATH RD, BRIDGWATER - TA7 8PN.	2ND THURS 8PM
WESSEX	Trevor Carlyle: 01425 475376 Tyrrells Ford - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM.
NORTH WILTSHIRE	Craig Gingell: 01249 740239 Foxham Inn - FOXHAM - WILTSHIRE. SN15 4NQ.	2ND TUES. 7.30pm.

WELSH AREAS

NORTH WALES	Roger & Helena Hill 01691 600215 The Trevor Arms - Marford Hill MARFORD LL12 8TA.	2ND TUES. 7.30PM.
SOUTH WALES	Alan Gourley: 07802 204068 The Lighthouse Inn, Beach Rd, St Brides - NEWPORT NP10 8SH.	LAST TUES. 7.15PM

NORTHERN IRELAND

NORTHERN IRELAND	Doug Hogg: 07707 288233 Nortel Social & Athletic Club NEWTOWNABBEY BT37 0EB.	3RD THURS. 8PM.
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International Contacts

COUNTRY	CONTACT NAME	CONTACT DETAILS
AUSTRALIA (Queensland)	Richard Graveur	randagraveur@gmail.com
AUSTRALIA (Victoria)	Richard Stewart	rslaw@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 - Avon

Triumph Sports Six Area Liaison Officers

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



As you are aware our new window stickers for our cars are our new gift item to you and the members, if you require an additional sticker you can gladly pick these up at shows we attend, but if the club has to post them out to you it will be at a cost. We have to remember as much as we are here for Our members, TSSC HQ has staff we have to pay and items such as the stickers do come at a cost. Hope this helps on some queries.

As you all may be aware the Annual general meeting will once again take place in April so get thinking of ideas and questions you would like to raise on this day. Fingers crossed we will be in TSSC HQ for the meeting.

On a sadder note we seem to be losing long standing area organisers around the country. We have been wanting to ignite our Manchester area and start an area in south Staffordshire but no takers yet. We have to say a farewell to Phil and Lynn from our Coventry meet up and wish them all the best in future and hopefully still see them coming to the events. Doug Balderson from Peterborough area and also Mike Carroll from our Norfolk area we say thank you for your time and best wishes.

Being an area organiser has its challenges as we know its all done through volunteering your services. We thank you all for the hard work you put in to make your area successful and look forward to seeing you all very soon.

Best wishes

Nigel & Di.

Andover

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

Tel. 01672 514241

Not much to report this month. Guy has managed to sell some of Ed's Spitfire panels on Facebook, that seems to be as good a way to sell car parts these days. We've backed off from eBay selling for now - Suzie not happy with some of eBay's selling changes lately. We gather Ed's continuing with his clearout - Guy could perhaps do with following that lead a bit, although he is still busy every spare minute working on the extension. It's amazing how a building can look 90% done once the walls are up and the roof on, but in fact it's almost the other way around. Entrance hall is just about done, then he can carry on with the other 2 rooms.

We've just heard that the MG & Triumph Show at Telford has been postponed so will wait to see if/when/where it might actually happen.

Guy & Roland were considering doing Race Retro at Stoneleigh but we see that's now also been cancelled for this year. The NEC is the next up in March, if that one goes ahead.

With Covid rates so high, and not many of us able to do the January lunch we decided to wait until February and hope that things may look a little brighter by then.

Guy & Suzie

Next Meeting:

9th February at 12.30 - The Royal Oak, Goodworth Clatford, SP11 7QY

Avon

e-mail: daverover@hotmail.com

Tel. 07860 878058

I want to take this opportunity to wish you all a Happy classic car filled New Year. I trust you had an enjoyable Christmas, without too many self isolations amongst our number.

We enter yet another new year with uncertainties, I, along with the scientists, would encourage you to try and avoid the dreaded virus and it's unknown consequences for us all. As a venerable person I may have to think carefully before attending enclosed spaces. if you feel that you can't attend the monthly pub meetings for a while then do what you feel happy with, we all understand. Of course, we may yet have the worst of winter to come so the opportunities for hours in the cold garage may be limited as might the drive outs for a month or two.

Why not get organised with a list of 'to do' jobs ready to prioritise your time when circumstances allow. My workshop has a comprehensive list which includes sorting out the GT6 brake servo, refitting the radiator and then there is that new loom before stripping old paint off!

Let us know your projects or that difficult to find part you need and we might be able to help.

Stay Safe.

Dave

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



East Berks South Bucks - Cheshire

East Berks

e-mail: qbrown6914@btinternet.com

www.freewebs.com/eastberkstssc/index.htm

Tel. 01189 321390

2nd Tuesday again, 6 at the Shire Horse tonight. Andy and Jim both in their GT6s and old AO (OAO) Mark in his recently restored Vitesse.

Other Mark came in his electric, he hasn't brought his Vitesse for a while due to concerns over end float. We discussed end float bearings and tried to convince him it's an easier job than he thinks. Undo the engine mounts, jack up the engine on one side a couple of inches, wiggle the sump out and there they are! He wanted to do ALL the bearings as well, but "do they rattle, no? Then don't touch 'em"

Jim's got his new Mick Papworth diff, now sitting in his hall ready to go. He went to see Beech Hill Garage regarding installation, they re-sprayed my GT6 20 years ago. They mainly do MGs but they did a good job on my GT6 back then. However, they told Jim his prop shaft was on back to front, the splines should be at the front. OAO Mark and Andy say "NO! Splines at the back on a Triumph, this ain't an MG!" So Jim's not sure about Beech Hill, also as he has rotoflex and they'll need a spring lifter which they probably haven't got.

OAO Mark and Andy did the round Britain run in Mark's Vitesse and told us ALL about it. They had a stuck valve on the morning of the start, cured with a hammer. These guys are true engineers, Andy writes in the Courier, don't ya know. Then creeping to the start and a careful drive to John O'Groats. Finally deciding all was well, blasting home and...
.....speeding ticket.

Accidentally pocket dialled Paul who's home ill, so we talked about his carbs, front two plugs biscuit, rear two black, adjustment makes no difference. The team think something wrong with the choke linkage.

Malcolm showed me an app on his phone that gets him 20% off Shire Horse food. It dawned on me I have the same app, deeply distressed, I coulda saved £££ over the time we've been coming here!

Doug

South Bucks

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www.tssc.org.uk

Tel. 07818 052276

Hello all hope you are well it was a quiet start to the year as it always is but we did manage to get out to Bicester heritage for a small new years meeting



but it was quite an enjoyable drive down despite the poor weather conditions and HS2 roadworks ruining quite nice roads but it was a very nice place with a good atmosphere.

But that's about it so far this year which is expected so early on with all the salt and rain however for February there should be the monthly meet at the **Harte and Magpies on the 16th at HP7 OLU** but that's about it for the month so thanks for reading.

Harry

Cheshire

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www.tssc.org.uk

Tel. 07779 878125

I have to start my first report of 2022 with an apology. The Covid situation at the time of writing has rather startling numbers (and at least one of our regulars at home self-isolating) so I decided to hold a Zoom meeting rather than at the Crock and Pleasant.

As ever, the two offices of Cast Iron World provide news on the gearbox front. Head Office have returned the type 9 gearbox that wouldn't fit the GT6 (wrong input shaft) and obtained (with some difficulty, I understand) received a refund, as the supplier was unable to provide a close ratio gearset with the required input shaft. A separate type 9 gearbox, with wider ratios, is being fettled by a different supplier in the vicinity of Wolverhampton, and this should fit the GT6. I'm looking forward to inspection of the gearbox that's currently in said GT6, as it's proving difficult to get into 4th gear, and it was assembled by me (I do not give warranties).

Heap the Vitesse has made it to the Branch Office garage, and the large amount of play in the clutch mechanism, due to elongated holes in both the pedal and the master cylinder pushrod, reduced significantly. The former by welding and filing, the latter by another pushrod. I suspect that the large amount of double de-clutching used to help the lack of synchromesh with the previous gearbox may be one of the reasons for excessive wear. However the problem of selecting first gear from rest remains (it was not really expected to improve but I had quietly hoped...) so the box still has to come out and synchro hubs changed and then the choice between two gearboxes made. I did enjoy the test drive on a pleasant December day, the sound of a six pot is just wonderful.

So our meeting this month was a Zoom affair between myself and our man from Crewe. We talked mainly about the Triumphs in Crewe, which seem to both need attention (that seems normal for Triumphs). As the Herald is due to receive a new camshaft, the timing cover has been removed in order to access the bits that hold the timing chain and thence the camshaft. What is concerning is that the timing chain has actually worn through part of the tensioner, in what I understand is less than a year's motoring. Back in 2014 I dropped a rocker shaft washer down the front hole



Coventry - Derwent Valley

in the cylinder head on Heap the Vitesse, and therefore had to remove the timing cover to retrieve the washer. While the chain was a bit longer than a new one, the 96k mile tensioner was in acceptable order (but was replaced anyway). This seems to be a standard tale of 'modern' parts being somewhat less in the quality department than what was available when the cars were 'current'.

The Spitfire in Crewe is also scheduled for some maintenance, as the quantity of oil leaking out of the engine and gearbox has passed the point where the maintenance decision is made. Having a brand new drive may also have reduced the tolerance to oil leaks. In the meantime the garage is being sorted out. This is probably the most significant challenge. I recall on a visit to said garage some time ago that the Spitfire engine was in bits all over the floor, and that there was precious little actual floor to put size 11 feet without damaging a bit of engine.

I've not made any progress with the events list (ahem) but there may be an issue 1 of the list on the web site by the time this lands on the doormat.

Our next meeting is on Thursday 6th February at the Cock and Pheasant. The nature of this meeting will be decided nearer the day.

Henry

Coventry

e-mail: phillyncovtssc@yahoo.co.uk

Tel. 02476 457487

Hi Folks. On Sunday 11th December Phil attended the Heart of England Meet at Bulkington although a little chilly it was a nice dry day which saw 11 classic turnout.

On New Years Day we joined the MVPS for their run and although the forecast was good weather, as we left home it started to rain and didn't stop until half way through the run.

The turn out was affected by the weather and of course the pandemic which saw half of those there in their everyday cars, but still not a bad turn out with approximately 15 classics on the run and about 60 for lunch which was at the Old Smithy Church Lawford, we must congratulate the staff at the Old Smithy for the way they dealt with an influx of 60 odd all at once, the meal was very good and superb value for money, shame the real ale ran out.

Our monthly meeting at the Bull and Butcher, Corley Moor on Tuesday 4th January was a massive disappointment, we were there at 6.30pm and enjoyed a good meal in the restaurant on our own once again. Come 7.30pm the meeting start time nobody else had arrived so we waited till 7.50pm and still nobody arrived so we decided to call it a night, said our goodbyes to Ann the Landlady and went home. We Know some of you couldn't make it through illness but others could have made an effort.

As you know we were standing down as Area Organisers in March and as yet no one has volunteered to take over, so it is with deep regret that as a result of the support on Tuesday 4th Jan we have cancelled the February meeting

and are standing down forthwith. So unless anyone comes forward to take over the Coventry Area has now finished.

May we take this opportunity to thank everyone who has supported us in the past and would like to say we have made many friends throughout our tenure which started in February 2011, (although we were members of the club since 2007) we wish everyone a happy New Year and will hopefully see some of you at different events in the future, we will still remain members of the TSSC.

Regards

Phil & Lyn

PS Daffodil Sunday at Monks Kirby is on the 3rd April this year.

PPS It was Rikk's 75th on our meeting night, happy Birthday Rikk

PPPS A speedy recovery message goes to Joan Cheshire who fell on Christmas Eve breaking her hip and was operated on Christmas Day,

Derwent Valley

e-mail: colin.tssc@btinternet.com

Tel. 01773 531580

Hi all, Our December meeting was well attended and lively. For the life of me, I cannot remember who won the Christmas Quiz, but I do recall that it was great fun. Everyone received a Christmas gift from the 'everyone's a winner raffle' with most deciding not to unwrap it until Christmas Day... I hope they were not too disappointed. Christmas cards exchanged and the usual pizza and spicy wings buffet went down a treat.

At the time of writing, I am printing off run sheets for the New Year Run and making final tweaks to the Peak Run website in readiness for its publication on 10th January 2022. So, at the time of reading, hopefully you have all returned safely from the New Year Run and have sent off your booking forms for the Peak Run Weekend.

The Peak Run weekend is on 16th to 20th June with the actual run on Sunday 19th June. The great news is that we have been able to hold our prices since 2016. Where else can you get 4 nights camping and unbelievable entertainment for only £50.00 per car? More information is available on our website www.peakrun.weebly.com

There is still time for someone to come forward and take over the reins of Derwent Valley, so if you fancy a go let me know. In the meantime, I will continue co-ordinating events with welcome help from DV regulars, unfortunately our monthly meetings will not be on a fixed day of each month. In addition, our meeting venue may also change. To assist, details of our planned meetings and events will be published in the Courier and on our Facebook page 'Derwent Valley TSSC' with the latter being the most up to date. We also have a Derwent Valley Messenger Group that we use to send out alerts and reminders. If you wish to be added to this group just let me know.

Some dates for your diary:

Monday 7th February 2022 – Monthly meeting at Top Club, Stanley Common, DE7 6FY from 7:30pm.



Devon

Derwent Valley Continues

Monday 7th March 2022 – Monthly meeting, same venue and time.

Monday 4th April 2022 – Easter Egg meeting, same venue and time.

Sunday 24th April 2022 – Drive It Day 2022. More details soon.

Stay safe,

Colin

Devon

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

e-mail: nigelk57@gmail.com

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

Tel. 01548 821348

Only a few of us to raise a glass at the Claycutters Arms pre-Christmas but nevertheless it was a convivial evening, though with only one Triumph in the car park, that of John and Matt Richardson.

With the forecast pretty dire and Covid still rife, we did have a few flutters about going ahead with our traditional run to the ever popular Smugglers Inn at Dawlish. We thought at one stage that Allan's booking for 40 was a tad ambitious but in the end were delighted when 37 of us sat down for lunch, more distanced than usual, but it felt safe



in a very well organized pub.

Most of us met up first at the House of Marbles at Bovey Tracey, where we were delighted to see Simon Jones and Sue, with their early Mk1 2000 - it is certainly several years since we saw them. New car on the block was a very nice Carmine 2500S which Allan & Jackie have recently acquired, and our thanks to them for organising a lovely run which took in roads even we did not know! Mark & Jennie's Jasmine TR6 always looks good with her red hood and trim. Braving it with tops off were Graeme & Barbara in their Spitfire! We had Zimmerzet visitors of Eric Peadon & Janet, and Scott Downes & Janette. And we were delighted to welcome new members Steve



Talbot & Sally in the Dolomite Sprint, and also Philip Kemp in his recently acquired and very original TR6. The whole

Wray family joined us, albeit in a 105E Anglia masquerading as a Triumph as Molly, their 1250 Herald, was having a sulk after being treated to a wash. Ungrateful wench!

It was so good to get the cars out so early in the year, and they no doubt benefited from the run. The weather defied all expectations and, though we had a couple of spots on the way home, the car was tucked up in the dry by 4.30.



COMING UP IN DEVON

Next up will be **Sunday 6 February**, when Nigel has arranged an afternoon of Skittles at the Royal British Legion Club at Newton Abbot (2 Marsh Road TQ12 2AP). Parking is available for £1 all day in the nearby Cricketfield Road car park. We have invited members of the local Stag Owners and Dolomite Clubs. We will start at 12 noon with a curry meal at 3 or 4pm depending on numbers. Sue or Nigel should have been advised you are coming this is a fun event in one of the dimmest months of the year.

Wednesday 16 February – Do join us for our Devon Area Club Night at the Claycutters Arms, Chudleigh Knighton TQ13 0EY Good food and company.

Sunday 6 March - we are planning a run, again from the House of Marbles at Bovey Tracey but this time ending up for lunch at the Sportsmans Arms, Hemborough Post on the way to Dartmouth.

Sunday 3 April - Something to be planned - what about a Breakfast meet?

Sunday 24 April – Drive It Day - We will be meeting for coffee followed by an 'at your own pace' drive across to Sidmouth, where we will find somewhere to park up and wander this attractive East Devon town in a search for food! We feel it best to let people do their own thing for food in Sidmouth whether it be pub, café or picnic.

July 9 & 10 Hopefully CBCCC will again be hosting the huge Historic Vehicle Gathering at Powderham Castle. Entry details are expected this month and we will again be preparing our usual INTERNAL ENTRY FORM so that we can have our usual Club Stand at the show.

August 19-22 Put these dates in your diaries now and join us at the **TSSC National Show at Stafford Showground**.

We'd like to extend a warm welcome to those members either new to TSSC or new to Devon. Do make yourselves known to us. Remember all your Devon Area Organisers can carry out Agreed Valuations for insurance on your cars for only £15. There is so much to enjoy with this Club, be it informal meetings or our always popular organised drives.

We have various means of communicating, as well as the invaluable Courier magazine, we have a TSSC Devon Facebook page - do ask to join - and we have a regular email to Club members, as well as the Club and Area websites. www.tssc.org.uk and www.tssc-Devon.org.uk.

DEVON DIARY

Sunday 6 February Skittles at Newton Abbot

Wednesday 16 February Club Night at the Claycutters Arms Chudleigh Knighton

Sunday 6 March Run and Lunch

Sue & John and Nigel



Essex

Essex

e-mail: miketitchen@aol.com

FB - Triumph Sports Six Club Essex Area

Mike. 07860 708356

At the beginning of the year it seemed like the world had stopped, we were all in the same boat, or should we say 'amphicar'!! so we decided to have a few Zoom Meetings. No one could get out to meet up until April when the Restriction Rule of 6 came in, when we organised a couple of afternoon tea's in two gardens, me & Sue being one host & Marion & Mick the other. In May we met up for a picnic at Wat Tyler Park, which all of us enjoyed so we will organise to go again in 2022.



lunch and some had a fun game of crazy golf and finished up at Tiptree Jam Factory for afternoon Tea. July club day was at Passing Thyme Cafe.

In August was our annual BBQ and also we visited Whitewebbs Museum and of course Triumph & MG weekend at Malvern.



Some shows began to start again and we were very lucky that there were several Sunday Breakfast Meets set up at Battlesbridge, Little Easton Manor & Maldon Museum of Power, so that being, several Members attended these.



In June we began to meet again at Passing Thyme Cafe and at the end of that month we arranged a Meet up and drive out day. Andy & Nick from Devon came up to stay with us. We started up at Maldon Museum of Power Breakfast Meet and went onto meet others at Maldon Promenade Park for

September and lots of shows were opening and so many to choose from that members in our area split up to different venue's, Little Waltham, Capel Manor and Motor fest.

October - A meet up was arranged for a drive out day starting at The White Hart pub in Little Waltham for lunch and a drive to Cathy & Mark's for tea/coffee and cake this included our AGM.

November Club Day was at Hanningfield Reservoir cafe a good turnout as usual.

December - We met up at Battlesbridge Antique Centre Car Park and drove onto North Fambridge where there is a difficult right hand turn about 2 miles from the pub, so Sue throw me out of our car so that I could direct people as they arrived, but not realising the last car to turn was Mick and Marion's Spitfire so no room for me in the car other than sitting on the boot singing hohoho and I directed them the wrong way!!! Although Tony did volunteer to drive back to pick him up but where was he? The Ferry Boat Inn at North Fambridge laid on a fantastic meal for 22 of us for a Christmas Celebrations, secret Santa presents were exchanged and a raffle. After the meal some of us drove onto the West Hyde Christmas Tree farm for a drink and mince pie and a look around their decoration shop for some last minute Christmas shopping.

I would like to say a big welcome to all of our 2021 New Members

Cathy & Mark, Tony & Caroline, Simon & Debbie, Karl & Louise, Robin & Rachael & Daryl & Lisa and thank everyone else who joined in over 2021.

February Area Diary
Sunday 13th - Club Day Venue TBA

Mike

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



Gatwick - Gloucester

Gatwick

e-mail: rowfantgardencare@hotmail.co.uk

Tel. 07775 564427

our Hi all, Hope you're all well & safe.

At the time of writing this, it is the start of a new year, so happy new year! I spent some of my time over Christmas working on my spitfire after getting it back from 'Village Garage' who were brilliant & finally got to the bottom of the spitfire's fuel problem. It turned out to be a faulty fuel pump from 'Wins' that I'd fitted earlier, it was putting out too much pressure. Apparently 'Wins' has had a few!"

While working on the spitfire brakes I popped round to Peter, to get some advise, we got chatting about our spitfire's & I took the opportunity to take this picture of his very early mk1 which is a work in progress & the mk3 which isn't quite



what it seems, but very close to finishing! You can do Peter! I've been changing the drive shafts on my spitfire from standard to 1500, I had already fitted the swing Spring on, from some previous work I'd done on the car, so it was a simple job of swapping them over, after rebuilding the 1500 drive shafts UJs & trunnions! A big thank you to Peter for popping round to help bleed the brakes. The car is finally back on the road, so I plan to go to our next meeting in it, weather permitting (no salt!)



My next job, is to rebuild the front suspension, hopefully done before February's meet!

George has kindly forwarded a couple of pictures of his beautiful Vitesse, due to my poor picture taking in the dark pub car park! When we saw George at December's meeting he had only just fitted his MGF rear brake set up, to his Vitesse, the meeting gave him the chance to come along for a test run!



We were delighted to welcome Edward to our December meet. He has a beautiful Spitfire 4 which he has only owned for a short while! I think he said he was the 3rd owner? It had belonged to his Father! Who had bought it in the mid 60s. So

it's pretty much a one family owned car! Sadly it wasn't with him, but he kindly forwarded this great in action picture! Edward said his Dad has a small collection of classic cars, hopefully Edward, you can encourage him to come along too with one of them?!



We have been talking about arranging another meet, but at the weekend, so we can get our cars out & about & enjoy seeing them (we're fed up with these dark evenings!) Let me know your thoughts.

The Isle of Wight Weekend (29th April - 2nd May) is approaching, again your thoughts. Chris T & Maria are already booked, I will do the same, so come along, it's a great weekend full of Triumphs.

Next meeting Tuesday 8th February, at the Red Lion.

Keep safe, see you soon

Tony

Gloucester

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Tel. 07802 171227

Hello everyone and I do hope you have all been well and enjoyed January as we move into February. Gosh doesn't time fly already! Other than over-indulging at Christmas & New Year like I'm sure we all did, there hasn't been much going on due to those freezing sub-zero winter nights and frosty mornings, salt on the roads and on some days torrential rain...I do hope the weather will get better soon as to be honest we have had a few lovely sunny, no cloud winter days. Some of us went to Bicester Heritage which was interesting. Nice to go out to kick-off the New Year. For all of us who went to the Club Night at the Fromebridge Mill what did we all think? Certainly, a big difference to where we have been going. Some of us were due to go to the MG & Triumph Spares Day at Telford but this has been postponed, ears and eyes peeled to when the new date will be announced. A lot of us were looking forward to going but the curse of Covid has sadly postponed this event.

Taking advantage of the cold and frosty winter nights, I have been having more work done on the Vitesse. The trimming is all finished now and looks absolutely stunning with the complete rear seat matching the front Recaro pattern thanks to Cliff and his wizardry. The modified dashboard and all capping's are being re-veneered and lac-





Herts & Beds Isle of Wight

quered at a local cabinet maker in Cheltenham with a dark mahogany burred finish which will look lovely amongst the universal grey interior. Once that's back at the beginning of February it's time to refit all the gauges amongst other gadgets, entertainment, ambient lighting and goodness knows what else! Wider Pirelli P4 tyres have been fitted to the 13" Dunlop 5.5J wide steel wheels, subtly wider arches and top and side bonnet louvres in progress along with inter-connecting twin tanks all in the pipeline...the list goes on. Anyway, that's enough about my car, please do let me know what you have been up to with your Triumph's too!



For anybody looking for any spare parts, I do have some surplus items available after doing certain upgrades recently. A set of Vitesse Rotoflex driveshafts with good doughnuts, a brand new and unused set of TSSC supplied doughnuts, complete single stainless exhaust system, original Triumph MKII exhaust manifold, rear suspension levers, entire set of blue (comfort) Polybush, standard rocker cover, two standard Vitesse front seats in tanned brown with good diaphragms, good used clutch and front pressure plate with lots of life left plus a few more other items. Some items have gone so if you are interested in anything please feel free to call / message me on 07979 941874 any day. if you are interested in a few bits, single item or the lot no problem at all. I can send stuff with UPS and take photos / video call you if you are shielding etc or meet half way, bring to your door if you're not far away so lots of flexibility to make things easier. I always believe in upcycling to keep our cars on the road whether standard or modified especially with perfectly serviceable items.

I'd like to thank everybody for all there lovely wishes and messages in my 40th birthday card. It was so heart-warming to receive the card at the Club Night in a lovely new potential venue...the card has found itself centre stage on the mantle piece at home! Thank you everyone, lots of love and respect to you all and see everyone at the next meeting!

Take care, stay safe and see you all soon.
Keep them smooth on all 4 or 6!

Costa

Herts & Beds

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Hello Folks. Well we hope you all had a festive Christmas and Happy New year we wish you all well for the 2022 season. With any unknown covid rules that are developing through the Xmas period we have little news to make up.

The Christmas Dinner on Dec 11th managed 24 of the 26 booked to a blow out meal enjoyed by all including the Publicans 12 days of Christmas sing along

We have decided to change the pub back to **The Raven at Hexton SG5 3JB** for area meetings throughout 2022 the Old Hunters was so Hospitable but just too far out of the membership centre to work so after a visit to see just what the Raven had managed after a disasterous last year and pleased to say they seem to have got the act together and whilst this is a bit late for January we start back there on the 24th January **the fourth Monday of each month** Next meeting will be **February 28th** all being well 8pm you dont need a classic to attend all are welcome .

I have updated the local emails, the club area website and forum (as a good place you can all use for help and humour) The Forum is accessed from the main website but needs a separate log in creating its easy and full of interesting waffle.

The Fawley Hill Steam Experience booked for July 31st is already fully booked at 30 names I will detail collecting donations later in the year.

We should have had a committee meeting in January (that's assuming no covid lock down) and a full seasons outing should appear very quickly

To ensure you all get some interesting and fun drives out this season So that's all for now
all the best

Pete
and Team

Isle of Wight

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Lighter evenings already, time to dust off those cars!

Ten of us enjoyed the Area Christmas meal at The Griffin in Godshill in December, it was a lovely evening, lots of catching up and laughter mainly due to Pat and Derek's tales of their many adventures. We missed Sue and Dave, but so glad he is on the mend.

We planned a brunch run for January, a blast along the Milly Road followed by bacon rolls at the Isle of Wight Pearl Cafe.

We will let you know of the date for February's meeting via email and Facebook. Any suggestions always welcome.

We are also thinking about our upcoming Triumph Weekend which as usual is over the first Bank Holiday in May. There is still plenty of camping available and a waiting list for the static caravans, and of course there are B and Bs nearby. Red Funnel ferries can be booked through The Waverley Holiday Park at a reduced rate.

We look forward to seeing you all soon.

Happy Motoring!

Tracy @ Elaine



West Kent - M25 East Newbury

West Kent

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New year's resolution! Try and get the report in before the deadline. Only just. Last month I was a bit late so there wasn't time to add the photos, so here they are again. Sorry Colin, but for some reason I can't get them to Print! - **Bern Courier ED**

We didn't have any meetings last month so nothing there, but all kicks off on the 25th / 26th Jan.

Now I did say no more Detling after the petrol and covid issues saw my numbers go from 10 to 3 but it's on the **2nd April this year**. Maybe I'll get a 5-car pitch?? Let me know. Also, soon will be **Drive it Day, 24th April**. I'll probably bundle us in with Classic Car Connections as Lee is very good at these things. **There's a big autojumble at Ardingly showground 27th Feb**. Dedicated parking for classics so I'm up for that. And lastly a date for the diary, **Eastbourne Magnificent Motors is back on the 30th April** for 2 days, and **Bromley Pageant on the 12th June**.

Take care,

Colin

M25 East

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www.facebook.com/groups/152603311545573/

Tel. 07938 526324

Hi all, here we go into February and hopefully you're all busy getting those Triumphs ready for all the exciting trips we've got planned this summer.

We rounded last year off with our Christmas Dinner at the Golf Club. We were really lucky for it to go ahead as we were the only group that didn't cancel due to the latest wave of the virus. They did us proud though, putting on a carvery just for us. It was great to see everyone in their festive finery, especially after having to cancel last years. Many thanks to Paul who made cleaning



cloths for everyone, with a personal motto printed on each one. And of course, thanks once again to Lesley who



made the Christmas Cake. Afterwards it was all back to ours for more drinks and chuckles to round the day off. Thanks for all the prezies you bought - they were all bottles of booze. You must think I'm some sort of alchy ha ha.

Just after the New Year we had our annual pilgrimage to Crews Hill for lunch and half price Xmas decorations. 10 of us turned out and after being indoors for much of the Christmas holidays it was nice to be out and about again. Lots of bargain decorations were bought, just got to wait a year now to put them up. Coming right back up to date now - we've got a cracking event lined up this month when we are off 'up the smoke' for a visit to the Imperial War Museum and then into the city for dinner and a bit of a pub crawl. We've done trips up town in the past and they've all been cracking nights out. We might even have a monthly meeting this month, if we can sort out a venue.

Check on our Facebook page for up to date info.

February Events - Saturday 19th - Imperial War Museum/London Trip.

Sunday 27th - Monthly Meeting (maybe)

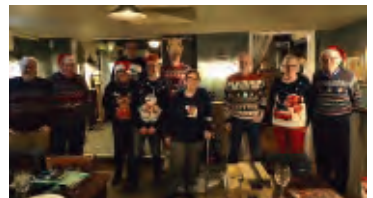
John

Newbury

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It was December 8th and time for our Christmas meal. As I walked from the car park to the pub's outdoor wigwam, I was struck by the effort the pub had made to build a special Christmas atmosphere, with a single candle illuminat-





Norfolk

ing each table. As I sat down with the gang, I began to wonder what was going on. Despite the addition of a few mobile phone torches, it was almost impossible to see people further down the table or read the Christmas cards that were being shared. What was going on?

Moments later all became clear... a power cut had hit the whole area, threatening to end our evening early. We were all invited into the warmth of the pub and managed to rearrange furniture to accommodate everyone comfortably. Thankfully, after about 20 minutes, the lights came back on and the Christmas party began.

It wasn't long before plates of food starting arriving at the tables. The starters were excellent, as was the main event: turkey with all the trimmings. I am really pleased to report that the turkey on our plates was not the only festive treat on show. Ian arrived with his animated musical turkey hat (pictured here) and this punctuated a wonderful evening of chat and laughter.



After the amazing desserts, it was time for Secret Santa. Everyone was smiling with their presents. I was particularly pleased with my magnetic tray which will be ideal for my rebuild which should be gathering pace this year. Thank you, whoever you are!

The evening ended up with an agreement from the executive to continue in their current roles. Many thanks to all of them for keeping the local area moving throughout the pandemic and particularly to Ian, whose Christmas party planning was excellent.

We wish you all a Happy New Year!

Robin

Norfolk

e-mail: paultsscnorfolk@gmail.com

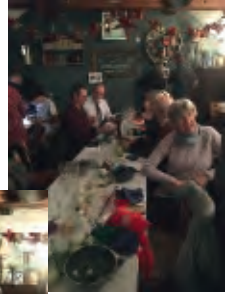
Paul. 07584 000442

For our December monthly meet we held our Christmas dinner. We had 16 people attending, all enjoying the food and hospitality of the Swan. The group included two new TSSC members and two new Triumph 2000 Register members which was great to see.



A picture 'Stars and their Cars' quiz was organised by Paul with pictures hung around the walls, encouraging

folks to mingle. Two rounds, British and of course Triumph (some of which appeared in last months Courier). All you had to do was name the famous people in the photos standing alongside their classic cars.



Winner was new members John and Jaynie who carried away the prize (or at least would have if we



hadn't left it on the kitchen table). Winner of Colin's fund raising raffle was Steve and Delia.

New Year, New Look

We've been busy designing a new logo for the Norfolk area, a mating of the Triumph badge and the Norfolk flag, we hope you like it.

We've also revamped our page on the main TSSC web-



site. The intention is to keep this updated in the future and use it as our main 'port of call'. There is a listing of the events we have planned, a gallery of pics from some of our runs and also a couple of pdf downloads showing our past events from the last couple of years along with one of members cars. Go take a look - www.tssc.org and navigate to Areas > Eastern > Norfolk

And while you're there have a look at the main TSSC site, there's a wealth of information on there including past Courier magazines, massive forum with technical advice as well as members chat areas and of course the Club Shop.

Our February monthly meeting will be at the **Swan as usual on 14th**. 8pm for the meeting or join us for a meal beforehand at 7pm.

All welcome and no need to bring a Triumph although if you do there will be a free gift for you.

Regards,

Paul



North East - Northants Northern Ireland

North East

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Deryck. 07939 068976

Hi All. The new year is here and it will soon be time to get your cars out, and back on the road, if you don't have them in a dry warm garage, it's worth taking time to remove any covers, and to give the car a bit of a clean and get some air to circulate around the body and the interior. and if possible give them a run out, Remember if you are starting a car that has stood for a long period of time, it's worth taking a wire off the coil and crank the engine first to get the oil circulating, before replacing the wire to fire it up.

As 2022 started with nice warm dry weather I decided to get the GT out and take it for a run around before our January meeting. It was just a short trip but well worth it, but by the time that I arrived at the pub it was raining quite heavily, (Typical British weather) so now I need to give it another clean.

Many thanks to those that sent messages with regards to Mark Ramsay, his family sent special thanks to those that took part in escorting Mark on his last journey. Joe turned up in his Nissan as the Vitesse decided it didn't want to come out on that cold damp day, turned out his Starter solenoid decided it was time to retire, when Joe removed the said part it was date stamped with 3/70, which was probably the month and year it was manufactured, so it lasted for over 50 years, I bet the replacement won't last that long.

As predicted only a handful turned up for the January meeting so I hope to see more members at future events,

Geoff

Northants

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Hi I know it's been a while but I suppose it's about time I did a report.

Unfortunately I missed the November meeting due to a chest infection and we decided it was best to cancel the Christmas meal which was useful because Tracey and I both tested positive for covid and couldn't go

anyway. What we are planning is to carry over the meal deposit and have a meal further into this year when things are more settled.

The Classic at Silverstone has now been launched and the display package code is in the advert in this magazine.

We have now confirmed the date for our **camping weekend as 15-17 July** and there should be an advert in the magazine somewhere with details. The popular food package will return this year with details to follow (when we have sorted it out). The theme this time is Witches and Wizards so get out those wands and robes.

We are planning to hold monthly meetings as long as members want them and we are allowed but if you would like to know more but do not feel comfortable in groups give me a call my number is in here.

Hopefully we will see you soon.

Cheers

Nigel

Northern Ireland

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Tel. 07707 288233

Well, I hope you all had a good new year and enjoyed the limited festivities that were available to you. The Hogg family all remained at their respective homes and wished each other a "Happy New Year", well there wasn't much else to do was there! As mentioned in the Jan Courier we had our monthly meeting in the middle of Dec that was also our AGM and planning meeting for the year ahead. True to form I was voted in as the "Northern Ireland Area Organiser" after the posts had been determined for Treasurer, Michael (K) and Nathan (M) looking after our web and publicity and before I had the opportunity to say, "No". A big thank to them both for their work during 2021 - we are still in the black but could do with a little more in the bank account should you wish to feel the need to be generous!

What is there to look forward to within the club circle that you don't really know about that will generate your interest in the year ahead. Jan 20th and Feb 17th will be taken up with just our monthly meetings on the third Thurs, if all goes well, before the programme starts in March with our Area Dinner on Sat 17th, Covid and Omicron, permitting. We will be leaving the location and details to the last minute so that we can be sure that it will be able to go ahead due to the ever-changing circumstances we all find ourselves in.

Our first run of the year will be on Sat 26th in the Antrim Hills area with us meeting, as usual, at Dunsilly Park and Ride, Antrim with a planned meal afterwards in the Ballymena area. The next event will then be on



Northern Ireland



Sat 16th April at the home of Colin (L) at Scarva for the purposes of a "Lift, Look and Lubricate" that will also include a trunnion oiling, should the need arise. A full programme has been prepared for the year ahead and you should already have a copy dated 01.01.2022. Any newer versions will have a new date and will be forwarded to all by email. As you will appreciate the programme is a proposed one that, at times, relies on others outside the club holding their events. When that doesn't happen, we will have a substitute event planned in that general area.

For example, if the Argory Show doesn't go ahead we will have an "Easter Egg Hunt" as part of our day in



the area. Again, if the Totally Triumph Show doesn't take place on 7th May, due to there being no Mayors Show at Wallace Park in Lisburn, we will have a substitute event and, at the moment, it will be a trunnion oiling in the East Belfast area, as well as a BBQ, at a member's house nearby.

There is a church car park about 50 yds from their home for parking at where we could also do our trunnion oiling. It would be the usual BYO and CYO affair that we have become used to in the past. Like all these events further details will be provided to all nearer the time. As you may remember Simon and I purchased another red GT6 a few months ago from Bert Gault, a local member from Glengormley, who was unable to complete its restoration due to several health issues.

(Photo four here) That's three GT6's now in the Hogg family and it would be great to have them all on the

road at the one time! Thankfully Bert was lucky enough to source a brand new, unused chassis a few years ago and this was the starting point for the complete re-



build of the September 1973 car. All the suspension parts were shot blasted, primed, and painted. The engine had a full rebuild and many upgrades including gas shocks, springs and a stainless-steel exhaust and manifold. The carbs and calipers were sent off to the UK for reconditioning and new master, slave cylinders, minilite wheels and wooden steering wheel fitted. Due to Bert's illness, he was unable to complete, what I would call, the fiddly bits, a few of the electrics needed sorted, the wipers, reversing lights, stop lights and the overdrive switches. I took advantage of this by requesting air horns to be fitted and a central control panel, similar to the one I have already fitted to the white GT6 that I have.

(Photo five here) As the result of this the car was trailered to the Newtownards area a month or so back to have some work done to it to make it fit for the road



again. This was in the capable hands of Gavin and Sam (M), those of Triumph 2000 fame, from a few further months back. I got the following update the other day from Sam, "Over the last few weeks, Dad and I have been taking a look at the jobs that need finishing on Douglas' 'new' GT6 never mind those that we have already completed. Firstly, I've removed and cleaned the fuel tank, but still need to replace all fuel lines as the existing ones are dosed and not to the latest specification. The faulty overdrive wiring has been sorted and I have fixed the lighting system which didn't work, by chasing poor contacts. Next is to figure out the puzzle of piecing together the interior and wiring up the new central control panel and air horns. I've yet to fire it up which I believe will show the carbs requiring balancing. There's still a few more parts on the shopping list, including a new wiper motor as the old thermal control portion is burnt out, a new fuel tank sender unit and new ball joint boots for the front suspension, as the existing 'new' ones were split due to age and not being in use. There are more than a fair few jobs than I'd orig-



Northern Ireland - Notts

Northern Ireland Continues

inally thought needed doing, so I hope that Douglas' has got deep pockets, ha ha!" Well, that's the latest update on the GT6 and hopefully it won't cost too much as I've (we) have already spent quite a bit on the car with the initial purchase and its movement to Gavin's garage. Thanks again to Peter (M) and Alan (For) for all their help in getting the car to Gavin.



Previously I had mentioned Robert Kidd a member in Wales who lives only 20 minutes from Fishguard who, for his sins reads our area news, and in another coincidence, the late David Edwards lived just two doors from his Mum. Small world as they say! Got a call from Gerard Guerrini from London again. Another one of our area news readers, but he does have an Irish background too. He has now sold his MG for near his asking price, but he still has his Triumph Spitfire - thankfully. He made mention of the fact that the Daily Telegraph was running a number of articles on Triumphs in recent days and that there might be scope to use some of their letter comments in one of our articles. Hopefully I will be able to get some details as news, as you can see, is in short supply now - even Brian (S) had nothing to offer me this time - disappointed I was! Notwithstanding that it was good to see that Colin (L) was out on the road in recent times in his Herald, "Hark the Herald", even in this bitterly cold weather that we are having at this time. He sent me this brief note, "As I was in the mood, I went out for a Solo Boxing Day run, up over the hills round Loughbrickland and the surrounding roads. Not too many on the roads and it was Baltic cold, but still great to get out. I think I'll head out again in the afternoon and visit the In-Laws now that the bug has hit me." Must have been at a loose end to visit the "In-Laws" but then, I suppose it was Christmas and the season of goodwill! That's about it for this month and I must apologise for



so much about the "Hogg" family but, needs must. Hopefully we will get away next month without having to mention them at all. I will leave that bit up to yourselves then to give me something to write about for the March Courier! Please remember our area meetings on **17th Feb at 7.30 pm at Nortel and then, hopefully our area dinner on Sat 19th March followed by the first area run on Sat 26th March from Dunsilly, Antrim.** Until we meet again, keep safe and well.

Douglas.

Notts

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Us and many other triumph drivers gathered for the annual Derwent Valley and Notts new year run out for 2022. What a chilly and sunny Sunday morning it was. Off to Mcdonald's for sausage and egg muffin with latte for breakfast. Then round to the Sainsbury's car park in Ripley. Getting there were lots of Triumphs and also a good turn out of jags. We registered to get our route plan and with Sunday lunch booked as well it was all exciting to be out and about in our group of enthusiasts. So after a briefing we began a journey into the lovely countryside of Derbyshire.

So Myself, Nigel and Nigel's dad began following the route plan through the twisty lanes and at one part a rather large lorry decided he wanted to come through as well as us and four others. So we breathed in left a few skids around places we made it through blasts on horns and the air turning more blue than it was we ventured to our first destination.

The great British car journey which is in Ambergate Derbyshire. What a pleasant surprise to see although we only used this location as a loo stop and coffee stop it is somewhere we are planning to return to at a later date with the Derwent Valley guys, so looking forward to seeing this museum of British motor cars. This is something on our doorstep and is definitely worth a visit. Look out for arranged trip later in the year. So after cake and coffee we set off again towards the other side of the the peaks but making our way towards Mansfield. The weather was certainly on our side for the run. Finally reaching the Sunday lunch stop at our meet up venue we sat down for Sunday lunch and sticky toffee pudding for afters. Ummmm. Everyone seemed in high spirits as it was a great day. Myself and Nigel won a few prizes on the raffle with belly full we then all began to make our way back home.

Not far for us to be fair. It was a really great day to get out and about again enjoying what we do best. Driving our cars and meeting up with friends.



Peterborough Scotland - Somerset

Fingers crossed this year will hopefully be more different to last two years and we can see you more. We are thinking more roaming venues around Nottingham, let us know if you have any ideas. We will put on shows as they come. Already in the pipeline is Thoresby show in may and also hoveringham ford capri show which we attended last year and is a great local show and this year they have a special guest which is Sarah Crabtree from Bangers and Cash so one not to be missed. Really do hope to see you all at Stags.

Our next meet up is on **Wednesday 16th February** from 7pm or if you wanted to get there earlier have a bit to eat the food there is very nice and we can have a good chin wag. Hope to see you all soop.

Nigel @ Dix

Peterborough

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In January we all met-up at **The Gordon Arms in Peterborough**.

This was another try-out for a new regular meeting location, and The Gordon Arms seems like an excellent choice. The meeting proper started at 7:30pm, with a pre-meeting meal starting at around 6pm. The pub told us that if we can have around 10 people to buy a meal then they'll be able to waive the £40 room fee.

The food was good, and well-priced so that shouldn't be a problem.

We'll be at **The Gordon Arms again in February, but because the 2ND Monday will be St. Valentine's day, this time we'll be meeting on WEDNESDAY FEBRUARY THE 9TH**

As a quick reminder:
Future Events

We might organise a Sunday lunch run out to Barnack sometime in February, and I'll take point duty on that.

The Isle of Wight weekend is at the end of April/start of May, and if you'd like to take point duty on that then just say.

We also discussed the possibility of a run to visit "Just Jane", the Lancaster bomber sometime around May, and Doug will take point duty on that.

Colin has always shown a keen interest in the semi-annual (every 2 years) pilgrimage to Le Mans in July, take point duty on that.

In August there is the Inter-Club Triumph weekend at the Stafford County Showground, and again point duty is currently free.

Charlie

Scotland Central

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A big thanks to Bob Stewart for hosting the zoom meeting in January, This was a replacement for our normal meetings due to the Covid restrictions in place in Scotland, Unfortunately I was away working and missed the meeting, feedback was positive and good start to the year was had by all.

I have just been contact by a member in Edinburgh with a MK3 GT6 for sale if anyone is interested please let me know and i will pass on you details, I also have a member looking for a Dolomite Sprint if anyone know of anyone selling one locally please let me know,

I am starting to get requests for entry forms for shows that we wish to attend and will need members to indicate which shows they wish to attend this year, on a personal level I have been fighting with my TR7 engine to try and remove the cylinder head, after 3 weekends I have finally managed to remove the 5 studs that go through the head on and angle, my advise to any members doing this is be patient and don't use too long a spanner as you will only snap the studs, In the end they came out, just had the head skimmed by west of Scotland engineers in Glasgow who did a cracking job and only charged me £40 plus the vat which I thought was very reasonable,

Hoping we will be back to our normal meetings in February and I look forward to the season ahead regards

Dave

Somerset

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February already but no apologies for mentioning our Christmas dinner back in December. We had a great turnout of sixteen members at the Brent Knowle House carvery. The food was excellent, with the only complaint was that there was too much of it.

Dave Gunning took some of his main course home in a doggy bag and had a stir fry the next night. We plan to use the carvery again sometime probably at the end of a Sunday drive out.

We took the Vitesse out on New Year's Day to a gathering of a wide variety of old and modern cars, tractors, trucks and bikes at Sedgemoor Auction Centre near Bridgwater. Steve and Janette took their Spitfire as did

Somerset Continues

Steve Hopkins who was there with his son. We had a chat to a guy with an immaculate 2.5 Pi Estate and hopefully convinced to come to one of our future monthly meetings at the Knowle Inn.

The next weekend (today as I write this) several of us met with our cars at the Haynes Motor Museum at their monthly Breakfast Club meeting. Whilst the vast proportion of the (at a guess) 200+ cars were modern, popping and banging as they arrived and left. There was a separate display of 1980's cars which had a good turnout but most impressive was the 14 various Triumphs there. There were 6 Vitesse's, 1 Herald, 1 Toledo, 3 GT6's, 1 2.5 Pi Saloon, 1 2.5 Pi Estate and 1 TR6. All cars were up together and looking really good on what was a beautiful, sunny Sunday morning.

Next time we go to Haynes I know how to get us all parked together so look out for a group photo later in the year.

We have put together a list of events for 2022 which has been emailed out to all TSSC Somerset members. We want to include any shows and drives in Somerset and the adjoining counties plus national shows such as the Triumph

and MG Weekend and the Silverstone Classic for example. We intend to keep this updated and send it out monthly.

In our other life as rally competitors, marshals and organisers we were at the old airfield at Smeatharpe near Honiton yesterday. We were marshalling on three of the competitive tests on the Hero PAAI Challenge. This is a two-day event for classic cars and there was a wide variety of cars entered including five Triumphs in the forty-seven starters.

There was a TR6, a TR7, a very quick 2000 Saloon, a Dolomite Sprint and a Dolomite 1850.

Part of the Friday run had to be cancelled due to snow on the Quantocks but on Saturday when we were out doing the test starts it was cold, windy and raining almost all the time we were there from 07:30 to 17:30. It was still a good day out as we were fully prepared for the weather and stayed dry and fairly warm. If anyone is interested in using their car for any type of competition, we can offer advice ourselves and we have access to a huge amount of knowledge from competitors and organisers alike.

We have not made any progress with the list of jobs for the Vitesse this winter yet as our other toy the forest prepared rally car has a few problems and it is taking up all the time. If the list is not done it does not matter as there is nothing that cannot wait till later in the year or even next winter.

To finish off this month, in a previous edition of the Courier Colin Davies gave us a progress report on his GT6 build.

Here is the latest update in Colins own words.

I have made some progress. I have designed, manufactured and fitted a bracket upon which is now mounted the air horns and compressor.

This is wired in and complete. The courtesy light is also fitted and wired up.





Southern - North Staffs

I have replaced both pieces of door glass. Removal of the glass was difficult, aging of the rubber caused me to think someone might have substituted the fitting with mastic. I refurbished the mounting bars and applied a good quantity of grease to the runners. It was really scary hammering in the new glass, knowing I had the last 2 pieces Canley Classics had in stock at that time. What I found most satisfying was that the new glass runners I had made for each door worked perfectly, I had expected to need to make some adjustment to the curve. Just goes to show you can work wonders with a 4-inch vice (100mm for younger readers) and hand tools.

I think I may have to carry out some adjustment to window height and door seals, I am not convinced they will be weatherproof. For the moment that can wait!

I have also re-trimmed the hand brake and tunnel cover, the radio mounting and fitted a new hand brake gaiter. I spent a lot of time trying to understand how to complete the ends for the crash pads. After much deliberation all four pieces are completed. I am currently halfway through fitting new covers to the offside seat and seat back. Again, a lot of time spent reading and re-reading the instructions, the writers do not mention the fitment of the sack cloth at all, nor do they make reference to the difference in the number of whole flutes between the seat and the seat back.

Still lots to do, however with no fixed end date there is no pressure. At this point in time, it looks like Drive It Day will be too early in the year for me. However, the beauty of retirement is every day can be drive it day!

Hopefully Colin will have a lot more done by the time you read this. We will keep you up to date with his progress.

Don't forget our monthly meeting on the 2nd Thursday of each month at the Knowle Inn near Bridgwater, TA78PN.

Alan & Denise

Southern
Tel. 01252 722432

Happy new year to you all.

As most of you will know I have been in the process of moving and over the last month things have been very stressful , hence no report for January. I was told that the Christmas meal went very well and the Half Moon did you proud.

It was touch and go whether the Elsted Inn would be holding the New Year's Day gathering with covid being ever present. Well it did go ahead albeit



much quieter than previous years.

Although the vintage cars didn't make a showing, the Morgans did , about a dozen of them.

We didn't do so bad, eight of our group brought Triumphs , Dave brought his wife's Golf GTi

Mk 2 (Didn't want to get the garage queen GT6 dirty) and Wendy , Mark and Brian turned up in the daily's.

All in all a nice little get together.

These are the events so far for 2022, as with all things covid it may well change at the last minute.

February

1st Regular meet. The Seven Stars. GU32 3PG
20th Sunday lunch meet. The Bat and Ball, Hambleton. PO8 0UB

March

1st Regular meet. The Seven Stars. GU32 3PG
20th Sunday lunch meet. The Hen and Chicken, Upper Froyle, Alton GU34 4JH

We now have a Facebook page . This is an open group, so if you are on Facebook come and join in. You can upload your photos there and if you have any news of shows etc you can post them there as well.

You'll find us at

Southern Area Triumph Sports Six Club.

If in doubt contact me, Mark and I'll sort it.

That's all for now folks, take care

Mark

North Staffs

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Hi folks. I hope you are all keeping well and you had a good New Years' Eve and didn't overdo the celebrations.

The winter months always seem to linger on and if the weather is not too cold it's a good time to get some of those jobs sorted on your car, which is just what Carl and Duncan have already been doing.

Carl has already replaced the steering rack, ball joints, rear rubbers, new windscreen & rubbers, all





North Staffs - Suffolk Surrey

North Staffs Continues

rear lights, boot carpet, carbs and fuel pump.

Plus a full respray on his Stag he purchased about four months ago, the car now looks FABULOUS hopefully there are some photos you can see.



Duncan has a list of items to be done on his TR4 including replacing a failed new fuel pump, fully refreshed & repainted engine bay, re-wired (mostly) all fed back to a new Elm veneered dashboard, a modest list of detailing points, and preparations for a new hood.



Then the new hood is due to be fitted by Aldridge's sometime in March ready for the spring.

I know there are a few more of you out there doing full or partial refurbs If you would like your car featured please get in touch

I have a few dates for some events that will be taking place over the new season. As soon as they are confirmed I will post a full list on the website.

If you know of any shows that might be of interest please pass them on to me.

Some events for April 17th Crich Tramway 23-24th Sandbach Transport Festival 24th Drive it Day, May 2nd Gawsworth Hall + Chetwynd Deer Park.

Next Meeting 23 February

Cheers

Dave

Russell

Suffolk

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Our first meeting of the New Year was a cold and frosty one and we were well down on numbers. Just 6 of us made it to the Sorrel Horse and there were no Triumphs in the car-park. Peter was supremely late due to glow-plug issues with his modern, which saw him get through 2 batteries trying to get it to start.

Mathew and Justine had come down from Downham Market. Famed on the forum for the development of his Puma powered Spitfire, with an RX8 gearbox, he's now

almost finished the restoration of a more standard powered yellow spitfire. A scan through the photos shows the amount of work that's gone into it, both with the mechanicals and body work, all completed by himself. The tales of how they've both travelled the country to get parts, tying in with family visits, or looped trips for more parts are a logistical lesson we can all learn from. Next of Mathew's list is his recently acquired MK3 GT6, which needs a lot of work, but as evidenced by his previous restorations, shouldn't give him too many headaches.

Lightning McQueen is still up on stands having dropped a trunion last month. Brian hope to get it fixed in the next month or so.

There was lots of talk of the efforts we've gone to in the past of putting stereos in our cars. This was prompted by Colin mentioning the bass-box he's got for the pimped out Herald estate. We all decided that no matter where you put the speakers in our cars, it's always a compromise. They're either blocked by luggage, stowed hoods, knees, or all the sound is aimed at your feet, or drowned out by wind/engine/exhaust noise. These days, the sound quality of portable Bluetooth speakers is so good, it's hardly worth butchering door cards or trailing wires to get the sound you need.

The last 30 minutes of the meeting were taken up by a drunken interloper who kept giving us puzzles to do. We were all too polite to tell him to go away, so we humoured him by trying to answer them. The last one had us all stumped, so as he turned away for another pint, Justine quickly googled to see if she could find the answer "4 men hats puzzle". Turned out, he hadn't explained it properly, hence the confusion. Once we had the answer, he then moaned about not being able to get any food (at 10pm!) then disappeared into the night. Thankfully he wasn't a local, but I wasn't about to invite him to the next meeting anyway.

But of course, the rest of you are all most welcome. Hope to see you on the **1st of February**.

Surrey

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Hello folks, I think we can still say HNY, although when this arrives we should have met at the Wellhouse. Done a couple of drive outs over the holidays when the sun shone and have managed to change the shocks on the Vitese for Spax so the ride is less tooth jerking.

The weekend meets at Bletchingley are quite successful and there are some 40 cars in attendance, not all Triumphs but they are well represented.

Be nice if we could get a drive out one weekend as the



East Sussex West Sussex

weather slightly improves, although that may be a while. Last news on Bob was that he was on the slopes in Italy and he drove the E Type which is a first unless you were James Bond.

As our house is now complete and the coffers empty I am looking forward to doing more car stuff this year, working on the assumption that our friend the virus will be in retreat until next Christmas when it will again come down the chimney.

Not much else to report at the moment but hopefully will all catch up soon and chew the fat, might be a Goodwood in the offing too.

All the best folks,

Clive

East Sussex

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Happy New Year to everyone! For those who are not aware, I have taken over the East Sussex Area Organiser (AO) role from Ian and would like to take this opportunity to thank him, on behalf of all the East Sussex group, for his time and efforts in the AO role. Since the December meeting took place, we gathered together at the Highlands in Uckfield on 5th December where about 15 members and their partners enjoyed a Christmas dinner, jokes and banter. Thanks to Clive plus others for organising the afternoon. This event is a good time for socialising with people who do not normally come to the monthly evening meetings. I think it would be good if we can persuade more partners to come along to the monthly meetings.

On New Year's Day we held a "Drive Out" followed by lunch at the Piltown Man. Ten cars arrived around 11 o'clock for coffee in the pub before starting off on the "drive out". Clive & Gill shot off at the start and Richard



rode shotgun at the rear. The route took in some nice country roads through Cooksbridge, Plumpton, Ditchling and Wivelsfield after which we caught up with



Clive and Gill, who were parked up and taking photos of the cars as they went past (was this a planned tactic?). We continued through Lindfield, Ardingly, West Hoathly, Wych Cross, then across Ashdown Forest to Maresfield and along the A272 back to the pub in Piltown; just over 40 miles in total. The food in the Piltown Man was fabulous and the company was even better. Boy, were we lucky with the dry weather and what a great way to start the year! Thank you Richard for organising the day.

Despite a very cold night for our first meeting of the year we had 12 people turn up at the Halfway House pub to eat and meet. Two partners came along but we would like to see more "other halves" joining us at the monthly meetings. Keith, who first came to our December meeting, came back again and brought Kalam along with him (they are both Stag owners from the Eastbourne area). Discussions around the tables ranged from fixes to our cars to future events such as the Spares Day in Telford and the Le Mans trip later in the year.

In my time restoring classic cars I have found the most rewarding moments to be those helping others with their cars. An extra pair of hands, the loan of some tools or just sharing knowledge can be very encouraging to someone embarking on a project. I am more than willing to help if asked; anyone else?

I am hoping to put together various events over the coming months so that our cars can "stretch their legs" and do what they were made for - driving. If anyone has any ideas for trips out, then please let me know.

The more we all put into the club the more we will get out of it!

Geoff

West Sussex

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Hello, hope you're all well. Now we're into December, most of the Triumphs are hiding from the salt, but with the time off the roads being put to good use.

My Vitesse has spent most of December on stands in the garage getting a rear brake disc brake conversion using MGF rear brake discs and calipers, with homemade brackets to fit the caliper carriers and homemade brackets that





West Sussex Thames

West Sussex Continues

enable the original triumph handbrake cables to work with the MG calipers, and it's now ready for a test drive. Paula has treated her spitfire to a birthday service, which it liked as greasing the propshaft has stopped some unwanted noises. Dominic's Vitesse is still waiting for diagnosis into the upset drivetrain after spiritedly leaving November's meet, but Dominic's car sounded so good leaving November's meet it inspired Morgan to order up a stainless steel exhaust manifold from the club shop for his Vitesse.

Special mention to David for taking his Spitfire to the



December meet. David's spitfire was the only Triumph that made an appearance. John also arrived in a classic, making a special appearance in his beautiful Jaguar XK140.

Big thank you to Henrik for organizing our christmas meal, it was thoroughly enjoyed with the great company from our group, and great service as always at the Selsey Arms.



We'd love to see you at one of our meetings, but do check with AO Nigel before you travel, during these uncertain times.

Many thanks,

George

Thames

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Hi All, with the new year well and truly under way!

We hope you are all well and coping with these strange times.

So First off we have a change of venue for our **1st Thursday of the month from the Fairmile Inn to The Prince of Wales, 48 West End Lane, Esher KT10 8LA.**

It is run by the same chain of pubs Chef & Brewer, so

pop along and enjoy an evening with us.

Our 3rd Thursdays meets are still at the George Inn at Wraysbury.

SEM update is that the Leisure Centre have marked us in for the **6th to 8th of May**, but cannot confirm until they appoint a new General Manager in late February, so more news next time.

So now a quick update on past meets.

The Fairmile Inn Cobham, -

5th August - Chris C, John P, George B, Julie & I. No Triumphs on this wet evening. John P had a great time at the Silverstone classic show.

2nd September. - John P, Chris C, George B, Mike H & me. We had two Vitesse Mk1 convertibles, Two VW Golfs a Mk1 convertible and a modern.

7th October - George B, John P, Adam & Karen C, Julie & I. Just George's Vitesse tonight.

4th November. - Me, George B, John P, Chris C. No Triumphs this evening

2nd December, - This meeting started at the Fairmile Inn but their kitchen was closed due to covid plagued chef. John P found the next nearest food pub which was to be the next new venue in Esher, The Prince of Wales. Those at the Fairmile were rounded up and meet John and I, a bit later on. So John P Chris C, George B, and I, had a pleasant evening at the Prince of Wales Esher

The George Inn at Wraysbury

19th August, - George B, Chris C, Graeme C, Tony H, John N. & I. Just George's Vitesse this evening. Graeme treated his TR6 to a new injector & gear knob

16th September- John P, Graeme C, Mike H, George B, Chris C, John I, Doug B, A A, Julie & I. Triumph's there were Julie's Herald 13/60, Graeme's TR6, George's Vitesse, Doug's GT6.

21st October. - Me, George B, John P, Graeme C, Chris C, Bob R, Sian & Sam. Triumph's there were George's Vitesse, Bob's 1200 Herald Estate, Sian Herald 13/60.

18th November. - Tony H, Chris C, Graeme C, George B & I. Just Georges Vitesse.

16th December - Bob R, Tony H, George B, Chris C & Me. Triumphs there were Tony's Stag, George's Vitesse, Bob's Herald Estate.

Shows & Events

Tilford Show 19th September. - A rare show in these covid added times, well supported as usual. Julie, Ally and I were in the Herald 13/60 saloon, Mike & Barbra in their Stag, David & Wendy in his Toledo, Mark, Vanessa & Adam in their 2.5s saloon & an Austin 3litre Saloon, Graeme C in his TR6, Mike & Karen in their Healey 3000, George B in his Vitesse Mk1 convertible, Mike & Jasmine in their 2000 estate Mk2. Mike H in his Mk1 VW Golf convertible, Other triumph's there were an Acclaim, four more Stag's, 1200 Herald convertible, Vitesse convertible, a pair of GT6's, Mk1 2000, a TR2, and a Dolomite.



North Wales - South Wales

A great show and day out apart from the rain.
Best Wishes

Mickey & Julie

North Wales

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Hello, folks. December started well with the newly formed group, Border Classic Cars, having our Xmas lunch on the 9th at the Sun Inn in Welshampton. This was organised by Julia and Alan, who had also sorted out a run beforehand, so a big thank you to them. There was a really good turn-out of sixteen people, it should have been eighteen, but Barbara and Graham had to cancel:- they were missed. We had lovely food, great company, and much laughter. The assortment of vegetables that arrived with the main course did not lack in any way, these being leeks in a creamy sauce, carrots, peas, roast parsnips, red cabbage and more. It was so funny as Jan dropped a little of the leeks on the table whilst trying to get them to her plate, and Tony had the same problem with the peas. This became the running joke of "Jan's leaked on the table, and Tony has peed on the table". To add to things Keith broke his chair, (not seriously we would like to add!) A smashing time with smashing people, who could ask for more?

Tuesday 14th was our meeting night at the Trevor Arms, and this was attended by seventeen members, with apologies from five more. A great night started off with a quiz that Julia had sorted out, such a laugh! The Triumph awards were then presented, and these went to Glen and Barry and Jan and Geoff. A small ceremony in comparison to other years, but we all felt that it was much better. The pub had agreed to supply pizzas, and they did us proud with such a good selection and plenty to go round. The icing on the cake was when Alan went to pay the bill at the end of the evening the staff said that the food was on the house, no charge! That, especially in today's climate, was so kind, and speaks volumes.

That is all for now, but we would point out that there is a change of time for our meetings to 7.30 p.m., everyone feels that this suits people a lot better.

So, take care on the winter roads, let's keep our fingers crossed that this year will be much better. Stay safe and stay positive.

Regards,

Helena and Roger.

South Wales

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Tel. 07802 204068

Unfortunately in my last report I managed to omit the fact that the Monmouth Mafia John, Heather and Mike attended Gwyn's Memorial run which explained the horse's head which our Hermes delivery lady had to woman handle to my front door a few weeks back. South Wales Area have a reputation for getting the old Heralds, Spitfires, Vitesses, Acclaims and TR's out on the roads regardless of the sometimes dodgy weather. Club members who generally attend our ventures into the unknown, hold the general view of 'What's the point of having a classic Triumph if you cannot have the fun of driving it all year round?', so we do!..and have a lot of fun in the process, as well as doing a few classic miles in the process.

With Christmas behind us we have for the past number of years organised a run to Brecon to celebrate Amber's birthday, Amber being the daughter of Area Navigator Ant. This always takes place on or around 29th December which this year was on the Wednesday



after Christmas. This month we managed to venture on to the Welsh backroads and clock up a few scenic miles in the process with a few minor incidents along the way. The weather was not great as I arrived at our meeting point at Nantgarw Two Arches Caf  in my now rather damp Spitfire 1500 and parked up to await any potential takers for Ambers Run. I put in the time getting my new Satnav up and running with its optional Billy Connolly voice, not that it's much use over the engine noise. Bern arrived with his TR4a sporting a set of well-tuned windscreen wipers which he had beaten into operation that morning. The Haydon Twins, Jared and Kalib arrived in their well sorted Herald 13/60 saloon followed by Andrew in full disguise of hoodie and bobble hat in his red Spitfire IV neither of which like the rain. It looked like that would be our complement for our outing when Megan and mum arrived in Megan's 13/60 Herald Convertible. Bern reminded me that he had made a few notes from this run so at this point I will hand over to our South Wales reporter Bern who writes much better run reports than me. Actually it would have been a shame not to use this fine example of Welsh literature not to be confused with Dylan Thomas who did not drive a Triumph but did have windscreen wipers that worked on his bicycle.

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



South Wales

South Wales Continues

On the morning of the run, I jumped into my TR4A and drove it out of the garage, noticing as I did so, a strange film appearing on the windscreen. I got out of the car and realised that it was rain! Rain in Wales in December?! What could I do? I consulted the TR owners operating manual, but the writing was too small to read, I phoned Fairwater Garage and asked to speak to Martin the MOT man, "where is the windscreen wiper switch on my TR?" I asked, "you are the only one to ever have used it" He explained where it was and I pulled it into the first speed position, the wiper arms vibrated slightly, but did not move. I pulled the switch into the second speed position; the wiper arms stopped vibrating, but didn't move. I opened the bonnet and gave the wiper motor a clout with a dead blow mallet, the wiper arms started to sweep majestically across the windscreen at a rate of one swipe per seven minutes, 'Fantastic!' I said. I jumped into the car and had my usual 'ton of the run' on the private road that leads onto the M4, then it was along the A470 for the rendezvous point at Nantgarw where the wiper arms were now sweeping the windscreen at a rate of one sweep per four minutes, they were really warming up. AO Al was waiting for me in his Spitfire 1500 and we were soon joined by The Heydon Twins, Jerad & Kalib (or was it Kalib & Jerad) in their 13/60 Saloon. Mike the Cake & young Eddie then turned up with Amorous Andy shortly afterwards in his Spitfire MkIV. Megan & Sandra arrived in Megan's 13/60 Convertible with minutes to spare before it was time to leave.

AO Al set his new Sat Nav to Llangorse Lake, so with Al at the end of our small group of cars, I in my TR, with a vague notion of where Llangorse Lake was located led us along the A470 through Brecon Beacons in the pouring rain. As we passed the Storey Arms with the pouring rain getting worse I did think of stopping and leading our group for a walk up Pen-y-Fan, but as we were only dressed with strong footwear, good coats and emergency snacks and I could see from those already taking the walk that trainers, shorts & T shirts was the correct apparel along with a carton of 200 cigarettes and 12 cans of strong lager as emergency rations was the safe way to walk up the mountain in bad weather.

I carried on driving until to my surprise (and no doubt everyone else) we arrived at Llangorse Lake, where the rain had stopped and the sun was shining!

On our previous trip to Llangorse Lake I had left my sun glasses in the toilets, so I made a quick visit to retrieve them, then we all strolled to the lakeside where Young Eddie fed the swans, ducks and other birds with loaves of bread. We then decided as a group to visit a café recommended by Jerad, Kalib & Andy which was in the vicinity of Abergavenny. Andy led the way and

the drive was a good one, taking in some lovely scenery and with all the Triumphs running well. Then the wheels came off (or one did) namely on Megan's 13/60. AO Al signalled me to stop and told me that the Herald had suffered a suspension failure. We doubled back on ourselves and found that Jerad & Kalib (or was it Kalib & Jerad) along with Mike The Cake had the situation in hand. The front N/S ver-



tical link had snapped in the trunnion and they had used Kalib & Jerad's trolley jack to lift the car and drag it to the kerb so that it was not causing a problem for passing traffic. Unfortunately the wheel came off the trolley jack as well much to the amusement of all. The trolley jack was sorted and the car recovered to the kerb as we pondered a solution. Fortunately Sandra was in the AA as recovery on 3 wheels is a bit of a challenge.

Arrangements were made for the AA to pick up the car and take it to my unit for repairs, so AO Al & I went on ahead to collect the keys and to meet the recovery vehicle. When it arrived the driver (a happy chap full of Christmas good will) asked how we were going to manoeuvre the car into the unit. iWith your help! said AO Al cracking his knuckles in a menacing way! So, with AO Al, myself and a very willing recovery driver (who realised that he could not move his truck with my car parked in front of it) managed to lift/drag/bump the stricken Herald into the safety of my unit.

A sad end to the last run of the year, but a great example of the club members all chipping in to help another member when issues arise.

A big thank you to those who were able to support this run, especially to the 5 new members, Kalib, Jerad, Andy, Megan & Sandra, who have already proved to be massive assets to our club.





Wessex Worcester - North Yorkshire

Footnote: When the car was examined the trunion and vertical link had some lubrication and was not seized. The components were changed and well lubricated and the offside was taken apart checked and lubricated as well. This failure normally happens at low speed when the steering is under maximum load. In doubt get it checked!!

Bern and Al

Wessex

e-mail: trevorcarlyle@btinternet.com

or e-mail: berry223@btinternet.com

www.triumphnewforestrun.co.uk

Tel. 01425 475376

Not a lot has changed, 2022 unfortunately is continuing where 2021 left off, the uncertainty is still there, making it difficult to plan or make decisions. Our December meeting unfortunately was cancelled at the eleventh hour, due to several emailing that someone in their family was isolating. Other areas reported that their pubs when not busy, liked to close earlier, that includes our pub; as we are sometimes the only ones there, it can feel a bit uncomfortable, especially when they start cleaning the coffee machine; cancelling seemed to be the sensible option.

I have received no reports from anyone doing anything special New Year's Day; the weather was reasonably good, though there was a downpour just after lunch, those braving "On the Proms" or any other event, would of got a bit damp.

Nothing new to report on the major road works; A35 is now closed from Lyndhurst Road to Homsley Road, a stretch of eight miles, allegedly until June; A31 at Ringwood has now got the contraflow in operation. Not a lot else to say at present, so I won't try! keep smiling,

Martin

Worcestershire

e-mail: vicky@richarddredge.com

Tel. 01249 740239

Well, we met at The Oak at Upton Snodsbury this month. Apparently The Pear Tree is undergoing a refurbishment for the next 3 to 4 weeks. However, the staff at The Oak made us most welcome and laid on sandwiches and chips at a small, reasonable cost. 12 members turned up but only Ben in his Triumph and Andy in the Volvo.

Again, as it's still early in the year, Vicky didn't have

much to report apart from the Calendar beginning in March. She has also managed to arrange the 'Xmas' (Annual) dinner for 5th March at 7 pm at The Oak. So please let her know if you are able to attend.

Also, keep an eye out for the Wednesday runs (for the pensioners amongst us!!!) and also possibly some weekend runs if these are wanted. Well as long as there is food/cake, what's not to want I say!!! There was further lots of small talk but only a couple of things for your diaries.

**Restoration Show at the NEC in March
SPA 6 hour in Sept/Oct.**

REMINDER: The February meeting will also be at **The Oak on February 7th at 7.30** but please let Vicky know if you want sandwiches and Chips or a meal as she needs to let the staff know beforehand.

See you there and enjoy your Triumphs if possible and take care. Bye for now.

Stef

North Yorkshire

e-mail: warrenr6@yahoo.co.uk

Tel. 07534 820155

Best wishes to all our North Yorkshire members for the New Year and just hope we can get out more in our cars this coming year, with our December meeting



falling between Christmas and new year it was cancelled so have not had a meeting since the last news letter. So very short on anything to report on, last month I asked members about holding another meeting venue further north and received two mails from members living around the Pickering area so Sarah and Gary are going to check a couple of venues out, so again if you live in or around that area please contact me with your thoughts.

I know we have a lot of concerns regarding Covid restrictions but it would be good to plan a few events Drives out, attending shows etc, the first date this year is the **International Drive your Triumph Day 10th February** this is to celebrate Sir John Black's birthday photos of your drive can be uploaded to driveyourtriumphday@gmail.com this is a world wide event so if you can join in let me know we can plan a route.



North Yorkshire West Yorkshire

North Yorks Continues

Next is the **Drive your Classic this is 24th April** so as a club it would be good to have a trip out so suggestions please?

Our Second Thursday meetings will start again in March so look forward to that, so in the meantime we will also continue with our **fourth Tuesday meeting at the Hare and Hounds** so hope to see you soon.

Keith

ALL TSSC Members!
Please check with HQ
That your Telephone &
E-mail Details are Correct
and Up to Date
As Area Organisers need
this to contact you
re Local events etc.

West Yorkshire

e-mail: alanheatonengineering@outlook.com

Tel. 07944 909823

A happy new year to all West Yorkshire TSSC members. I hope you are keeping yourselves safe and well. Unfortunately I have had to cancel the new year's meal in January due to the ongoing covid situation. I will re-book the meal for later on in the year when hopefully things will have improved.

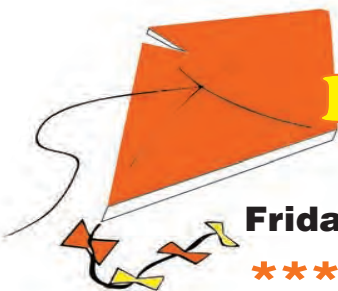
The West Yorkshire Dales camping weekend has been booked for the weekend of 10/11/12th of June. There will be the usual run out over the best parts of the Dales with a lunch stop included, and the village hall is booked for Saturday night's fun and games.

The booking forms will be available soon along with more details of the weekend's events.

If you need any information please call me on: 07944 909823

Thank you,

Alan



2022 TSSC Isle Of Wight Triumph Weekend

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Derwent Valley's



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and website - www.peakrun.weebly.com



and Mega Villains.



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CAMPING WEEKEND

Friday 15th July - Sunday 17th July 2022

At Top End Farm Campsite,
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This year's theme is...

Witches & Wizards

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No pitches can be reserved without payment.



All enquiries or for a booking form contact Nigel Hawes
nigeljohnhawes@gmail.com

Additional nights available.

Food package details to be announced shortly.



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