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THE COURIER NUMBER 501 MARCH 2022 TRIUMPH SPORTS SIX CLUB

THE

COURIER

No. 501 MARCH 2022



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Frank Spencer. Paul Swanson.

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THE March 2022

COURIER

Price £3.50 Free to Club Members.

THIS ISSUE - 501

Regulars

4	HQ SERVICES
5	CoMMENT
6	EVENTS CALENDAR
7	NEWS REVIEW
69	TSSC OFFICERS
70	CLASSIFIEDS
70	AREA DIRECTORY
77	AREA NEWS

Registers

8	Phil Willson
10	HERALD 13/60
14	Dave Glead
16	TR 4/4A/5/250/6
24	HERALD 948/1200/1250
28	International Liaison Secretaries
32	VITESSE 1600 MK1/MK2
36	SPECIALS
40	GT6 1/II/1
50	SPITFIRE 1/II/III 1
54	SPITFIRE MKIV/1500
56	BOND EQUIPE
60	STAG
66	BIG SALOON
68	TRIUMPH ACCLAIM

Cover Shot



I KEPT MY FIRST TRIUMPH!
INTERNATIONAL LIAISON REPORT
Pic Roland Kvist

Courier Copy/Area news



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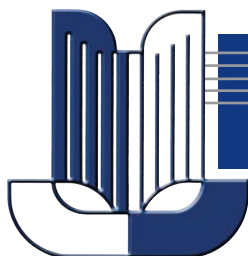
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THE GET OUT

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COUNCIL OF MANAGEMENT **2022 meetings:**

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

Ressurect your Triumph!

It's March. The evenings are slowly getting lighter, the weather will (hopefully) be less cold and spring is on the way.

And in spring a young man's fancy turns to resurrecting the old Triumph in the garage, trying to get it going again after the winter layup (OK, an older man's fancy).

In my last CoMment, in December, I expressed the hope that in 2022 we might get back to some sort of normality, with greater opportunities to meet and enjoy our cars. At the time of writing Covid cases appear to be stabilising, and with levels of respiratory infections being lower in the summer months there remain grounds for optimism about the forthcoming events season - unless of course more new variants emerge.

The first major event of the year was the Triumph & MG Spares Day on 23rd January which was sadly cancelled. I did though manage to get to a more local autojumble a week later and immediately noticed that the number of stalls was well below the numbers at similar pre-Covid events. I felt that this was a worrying development. In the post pandemic world there is a danger that certain events may no longer be viable and could disappear. Major shows such as the NEC Classic Motor Show in November will be safe but we may well find that some of the smaller events and shows which have been unable to take place over the past couple of years fail to return.

This means it is important to support those events which do take place so that they can continue into the future. **The Classic Car and Restoration Show** kicks off the season at the NEC from **18th-20th March** and there is a full schedule of TSSC events including of course the **Inter-Club Triumph & MG Weekend from 19th-21st August at Stafford**. We should all take advantage of the easing of restrictions to make the most of our cars this summer and try to get to as many shows and events as possible.

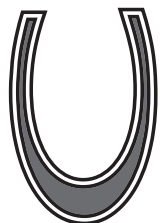
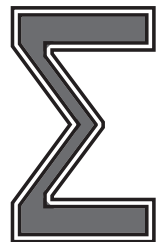
Hopefully in this way we can contribute to maintaining the health of the classic car movement in the post pandemic era.

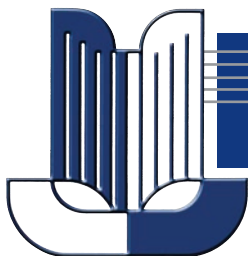


Do More with Your Triumph!



NEVILLE WRIGHT
COUNCIL OF MANAGEMENT





NEWS REVIEW

Monthly News of a Triumph Nature

Dollar Classic Car Fashion Weekend

The With the impact of Covid on our communities, how could I combine my hobbies of Classic Cars and also Photography to help others?

Why not organise a fashion shoot, so in March 2021 planning began, resulting in 26 classic cars and 3 Honda Goldwings!! Being on display at **Dollar Academy** on the last weekend in July.

With the support of Dollar Academy giving us free use of school grounds and beautiful

backdrop of a glorious 200 year old building.

So after the success of the 2021 its onto the second Dollar Classic Car fashion shoot this time **August 6th and 7th at Dollar Academy**, Planning has already started with a dedicated fb page Classic-fashion models a private fb currently, and email classic-fashionmodels@outlook.com.

A weekend event with 4 display sessions of upto 8 cars in the photoshoot, and other cars parked where the public can see them. The charity we are supporting is "Myname5dodie" in aid of **Doddie Weir** the Scottish and British Lion rugby player who is raising funds into research on **MND**



Allan prentice
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Model of
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Phil Willson

Obituary - by Bernard Robinson

**TSSC Herald 13/60
Register Secretary (Twice)**

**TSSC Stag Register
Secretary**

**Phil passed away
peacefully at home
surrounded by his family on
the 8th of February 2022.**

This is going to be a very hard piece for me to write as Phil and I go way back, working together on the Courier Magazine, plus I managed to cajole him into doing Technical stints/Judging etc at Most of the International Weekends using his vast engineering experience plus his in-depth Triumph Knowledge.



Wherever Phil went at Triumphs shows and local area meetings he was never lost for a bit of Technical advice which he would impart with the odd Joke thrown in. I think it was his engineering lecturing background that enabled him to make contact in

Phil's Stag & The Coach he helped to restore



a way that didn't confuse anyone at all.

This is why after he had already done the 13/60 Register Secretary job once, I was very keen to get him on Board a second time when it came up, as his way of explaining things was so clear and concise and he supplied reliably each and every month.

In between stints as register secretary he never strayed from the TSSC, but his other great love was for Classic Double Decker Buses and vintage Coaches and he really enjoyed working on and also driving these beasts!

Latterly he volunteered for the TSSC Stag Register role and with his track record of reliability I was more than happy to accept and we all gained yet again.

I'm glad he had some great and very happy times with all these different modes of transport and the club as over the last few years Phil struggled with that most evil of diseases in cancer.

We spoke on the phone most months (I always knew it was him as he would normally open with **"and How are You, YOUNG Man?"**) we were similar ages!



Plus he would try to pop in to HQ when he was visiting family in Northants, always happy to trial fit a newly developed Shop item and give us a valid report on it, and he kept us on our toes re Shop products and prices too.

Always with a lovely bit of Banter, and it is probably his sense of humour that I will miss the most.

Drive on Phil

Your friend

Bern

Courier Ed.



Phil's Stag & 13/60 Estate

Triumph Hescort (Part5)

Back in my January article I wrote about my basic overhaul of my D-Type overdrive, within that I spoke about using the punch marks on the planetary gear to align them, my apologies this was the wrong information.

For the D-Type you need to find the etched marks and use these instead.

A big thank you to **Graham Hicks**, he kindly contacted me to let me know of my error. Fortunately I have been too busy to refit the Overdrive so it's still on the bench, so I'll be able to break it apart again and align correctly.

Over to **Robin Moore** again this month as we continue with his excellent story.

Triumph Hescort (Part 5)

Welcome to the next installment of the Hescort project, the build was getting to the point where I needed to start the paint prep, I had removed the many layers of paint and under-seal from the rear buck, I was working in a single garage and had to wait until the weather was suitable for painting, most of which was done on the drive, winter was left to applying filler over the panel repairs and blemishes and flattening down took ages but it does warm you up and spraying the repairs with rattle cans and a hair dryer! I used seam sealer around the seams to try and prevent water



ingress into the weld seams (Pic 1).

Assembling the doors and front clam shell allowed me to adjust the fit and panel gaps, applying spacers and washers to various chassis fixings to try and get a reasonable panel gap and flush fit, something that's still continuing today like many Triumph small chassis owners lol. Applied several coats of primer filler (Pic 2) to the panels and

flattered back until I was happy enough to think about applying a top coat but what colour, wasn't fussed about an original colour just decided I'd paint it a colour I'd like which turned out to be a green metallic. I'd looked at a few colours on various cars and had



decided on a colour, but on spraying the boot area I decided it was way too loud and dark (Pic 3). Then by chance I was working for JLR on the LWB XE for China and I'd get promotional emails from JLR and one landed in my inbox with a picture of a Land Rover Evoque in a light metallic green, that was the colour I



pounds each. I had to do all the spraying during the summer and it took 2 years to finish painting the car, I did buy a small compressor and spay gun to paint the clear coat, the car looked odd all in one colour and I'd seen a number of them with a painted mid-section so masked up and applied old English white to the mid line and the boot recess which I



think made the car look much better (Pics 6 & 7). The paint isn't professional but it passes the 10foot challenge and I don't worry too much about the odd scratch or paint chip.

wanted and a quick Google search turned up with the name Colima Lime. I'd decided to paint all the

Electrics, I was always going to use the Escort harness to make things simpler and the original Triumph harness was a mass of corroded terminals and insulation tape, as said before the Escort was very basic and had no ABS or airbags, so for once I was glad the accountants at Ford had pared down the Mk5 Escort so much!



inside of the car with rattle cans (Pic 4) and the finish turned out good enough so I carried on painting all the exterior as well (Pic 5), think I must have got through 30-35 cans at 8

I still had to strip down the harness to remove the rear door wiring, it was just a case of now adding plugs to attach the original lamp units. I upgraded the front headlight to halogen and all were working lovely even had hazard lights.

Using the Engine in a north south configuration meant having to adjust the engine bay harness, lengthening and shortening to suit,





had to cut a large hole in the bulkhead to accept the harness glands (Pic 8 & 9) and develop a bracket to retain the fuse and relay box which had to be on the inside, placed this to the right of the steering column. The engine ECU fitted nicely behind the passenger foot well panel and the other modules on the driver side. I did have to modify the A post and door to accept the gland for the wiring to the door (Pic 10). To make the door locks remote I used an eBay kit with the module and the solenoids inside the door to activate the Escort locks.



I wired up various warning lights and removed the Escort fuel and temperature gauge from the 12



Escort binnacle and grafted it inside the 3 dial gauge (Pic 11)

Next month Hood fitting and first start or not.....

Thank you again Robin, can't wait for part 6. I may have done absolutely nothing on my own Herald, but there has been no lack of Triumphs coming through my workshop. A MK4 Spitfire that needed its NS Outer Sill, Sill



Strengtheners, Inner Sill, Rear Wing Front & Rear repair sections welding in and repainting (Pic 12 & 13).

Then a Spitfire 1500 from fellow Devon member **Rob Lingard** who ended up down a ditch backward in last year's CT RBRR, this needed the back end pulling out, new Boot Lid and repainting along with the rear deck. Whilst in it also had all its stickers carefully removed, the



14.

In between all that I have also completed a major upgrade to the workshop, adding some professional extraction (Pic 19) to help the paintwork come out even cleaner and to improve the air quality that I'm breathing in to protect my health. It was therefore a little ironic that during these workshop modifications I managed to drop an angle



15.



18.

grinder on my leg, thankfully I managed to miss any bones or tendons, but still needed



16.

bonnet repainted and the whole car polished (Pic 14, 15 & 16).

A couple of Vitesse Doors in need of new skins (Pic 17 & 18) and I have just taken delivery of a MK1 Stag for a complete respray.



19.



17.

9 stitches, 2 to hold the muscle together and 7 for the skinI chose not to share these photos with you!!

So a little tip for those that use angle grinders...

..MAKE SURE THE GUARD IS ALWAYS ON.

See you next month.

Darren



Dave Glead

Obituary - by Bernard Robinson

Dave Glead Works Le Mans TR Team Mechanic

I am absolutely saddened to tell you that Dave Glead (ex Triumph Works Mechanic) Passed away suddenly with his wife Margaret at his side on 2nd Feb 22 aged 86.

Dave was one of a kind and I've known him over 40 years, a true gentleman who always had time for an anecdote of his time at Triumph in the Competition and Display Departments, I will sorely miss his presence on the Triumph scene as will all Triumph enthusiasts.

Dave previously worked for Daimler in Coventry before moving onto the Standard Tri-



Pic Courtesy TR Register

umph Works Competition Department, in Allesley, Coventry, under Ken Richardson. There he would work on the testing of the Le Mans TRS cars and would serve as a team mechanic at Le Mans when Triumph returned with the Michelotti styled TRS in 1960.

Continuing afterwards at Triumph in the rectification department putting right any problems he found and his experience as a Team

Some of the Items donated by Dave & Margaret



mechanic came in good stead, indeed he even toured the country, road-testing customer's cars as a PR exercise to have "your Triumph tested by a factory mechanic" at a main dealer.

When he retired from Standard Triumph Dave launched his very successful auto jumbling business and he and Margaret were a common feature at all the major Classic Car Shows in the UK (and some in Europe) and it was at a very early Standard Triumph International Rally at Lampport Hall Northants in the mid 80's where I first met the pair. Dave sold me a Silver Triumph Shield emblem for a charm bracelet, for my wife.... but I put it round my neck for safe keeping. It's been been there ever since, around 40 years!

Dave's stall was easily spotted as his was the one with the large White Trays full of all manner of small parts and bits and bobs you just couldn't get Anywhere else, in fact Dave sourced and supplied an original works Filler Cap for my Macau Spitfire Replica and also the Finishing touch (which I wasn't allowed to fit until the car passed its Mot) a chrome Letter S Badge which he told me were only fitted to the Twin Carb Conversion cars at Canley. Margaret was always there too supporting Dave at these shows along with their little dog and many a time after setting up the TSSC Stand, I could usually wangle a bacon sarney and welcome Cuppa! Plus a good chat with both! A nicer, more friendly and welcoming couple you will never meet.

Dave supplied items for the TSSC Museum from his time at Triumph in Show Car Preparation (namely the specially silk screened Table cloths with the 'New Direction in Motoring Logo', which were used at the Herald launch at the Albert Hall... amongst other little rarities which are proudly on display here at TSSC HQ.

Even though Dave's main experience was with Competition TRs and The TR Register with his lovely TR2 long door model with his famous NEW 393 registration, Dave & Margaret could be found doing the honours with Teas & Coffees on the TR Register Stand at the NEC Classic Show. Dave attended many a TSSC Stafford show and was also a TSSC Honorary member, pictured here receiving his award from Bill Sunderland - the then TSSC President

Please join with me in sending our love, prayers and best wishes to Margaret and her Family, as Dave leaves a huge hole in the lives of all those who knew him.

Lovely, lovely man

Bern
Courier Ed.



Dave receiving his Honorary TSSC Membership from Bill Sunderland



TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

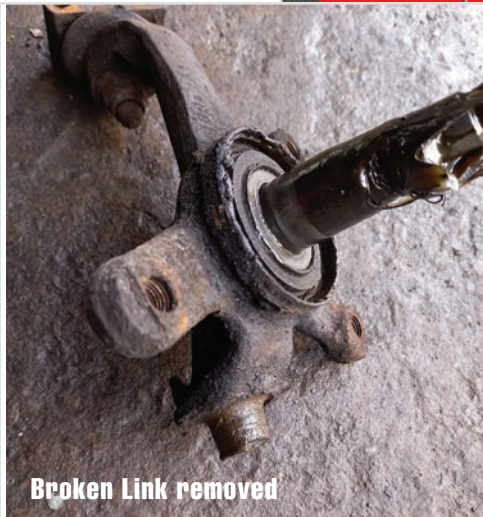
Vertical Link Failure

Although this happened to a Herald 13/60, most of our Triumphs have a similar set up, so I thought it best to share this "experience".

On Amber's run on 29/12/2021, learner driver and new club member Megan's 13/60, on exiting a roundabout



Three wheels on my wagon!



Broken Link removed

suffered a N/S vertical link failure, the thread had snapped off in the brass trunnion. Apart from being slightly shaken, Megan and her supervising driver, mum Sandra were not injured and as it was a club run, there were many club members present to rally round and move the car to safety and arrange to have it transported to my place for repairs, Megan and her mum were then given a lift home.

When I stripped down the front suspension, I expected to find a dry brass trunnion, but although the trunnion had been greased (Tri-

umph stipulate SAE 90 oil not grease) and this had hardened making it virtually impossible for new lubricant to be added through the lubrica-



Link broken in the Trunnion

tion nipple with a gun, at least there was evidence of some lubrication in the trunnion and I was able to "screw out" the broken piece of vertical link quite easily, worrying!

I found that one of the top ball joint bolts was

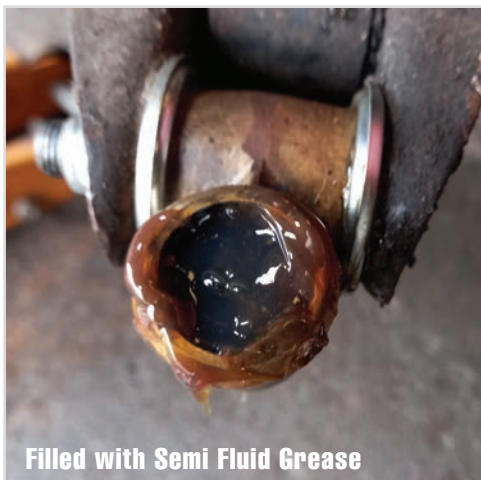


correct bolt on the left

too long with the thread not long enough to lock the ball joint in place, but this shouldn't have caused an issue, just a suspension "knock" when it moved. The main issue that I found was the trunnion bushes/sleeve and pivot bolt were seized and could have contributed if not caused the link to snap. But, nothing totally definitive

as to the cause of the failure (there could have been a flaw in the link, but it looked like it had been on the car for many years, so doubtful). It could have been a combination of the seized trunnion bushes and the fact that wider wheels were fitted and under inflated which put an extra strain on the steering parts, so I recommended fitting the upgraded vertical links with the ball joint on the bottom to replace the trunnion set up (I wish these were available for my TR), but for the time being all suspect parts (top ball joint, trunnion, trunnion bushes and correct length bolts, all bought locally from Rocketdog Racing) were replaced with new.

The vertical link was replaced with a used item



Filled with Semi Fluid Grease

as I had a couple of excellent examples in my boxes of spares so that the car could be returned immediately into service.

And so, if you have wider wheels fitted to your Triumph, or your front suspension hasn't been serviced for a while it would be worth stripping it down for a good look and to ensure that no bushes have seized and that your vertical link "threads" are actually receiving the lubrication that you regularly pump into the lubrication nipples, as well as keeping the tyres pumped up and remember you (or your mot tester) will not pick up on seized trunnion bushes, only worn or slack ones, so its always worth taking them apart for a clean and lubrication.

If your suspension gets tight, it'll give you a fright!

FUEL PRESSURE REGULATION

A nice message from club member **Bill Reed** thanking me for my article on a "get you home fix" on an over fuelling Herald with the advice to fit a fuel pressure regulator "sparked" this article. It is very nice to hear that I have helped a fellow club member and even nicer to hear that I will receive a follow up article.

Hi Bernard,

I had the same problem of my carb float bowls overflowing after fitting a new fuel pump. After fitting new Viton-tipped float needle valves I thought this was solved and it didn't occur on my round trip to Walton Hall. However, the very next day on start up the front carb overflowed. I found an inline regulator and a pressure gauge. The gauge showed between 5 and 7 psi from the pump. Using the regulator to adjust this down to 3.5psi seemed to stop the carb overflowing but created a back pressure which the screw joint to the regulator couldn't cope with (I guess I would need a regulator which can cope with more than 7psi from the pump... but would this simply transfer the problem upstream to the pump end?).

My carbs are SU HS4. The supplier of the fuel pump (which is a tin-top as I couldn't find the original AC glass dome type) has told me that it is specified for the GT6 (I knew this) which is fitted with Stromberg's (I didn't know that.) He says that therefore it is maybe not suitable for SU carbs.

I am considering fitting an SU pump as on my Morris Minor. I hate having the car off the road for any reason. I have checked again and still cannot find a new or refurbished AC pump.

Prior to all this, I did have my AC pump rebuilt

but for some reason (valves faulty or badly fitted?) it was letting fuel through even when the engine wasn't running...hence the sourcing of a new pump. Hoping all this makes some sort of sense and that you might be able to offer some further advice.

Bill

My Reply-

Hi Bill,

If you fit an electric fuel pump it would be advisable to incorporate a fuel cut off inertia switch otherwise in the event of a crash and your engine stalling, the fuel will still be pumping if you can't turn your ignition switch off.

Let me know how you get on.

Cheers

Bern

Your fuel needs to flow, for your Triumph to go!

MY TR on the MUMBLES RUN 2022

This is another of S.Wales' annual runs and was



started to celebrate my 21st birthday. When I tell you that I am now 38 you can work out how many years that we continued this "tradition".

I still take it for granted that my TR4A will fire up first or second time on the morning of any runs or shows, one day it will fail to do so, but it didn't on the morning of January 16th 2022, however, one of the cables on my garage door failed and with the help of my son Jack I only just managed to get the door open and my TR

out of its garage.

The TR again ran absolutely FANTASTIC! It's going to let me down one day, but after my "ton of the run" on the private road near my house I met up with another 9 Triumphs from TSSC S.



Wales and my TR took the hills, dual carriageways and minor roads towards Merthyr then past Glyn Neath in its stride, again running so smoothly, what a car a TR4A is, and hopefully 2022 will have far more runs like this than in the past 2 years.

DRIVING NEAR OR FAR, I LOVE MY TR!

A RARE OPPORTUNITY TO ACQUIRE A TR3A

Dave Fryer lives in Monmouth, but he regularly attends TSSC S. Wales runs and events. Up until late 2021 he used his beautiful TR3A (which has appeared in these pages in the past), but his wife



Cherry did not like travelling in a side screen car, so Dave bought the TR4 that won the concours at the TSSC/TR/MG show in Malvern 2021! This means that the TR3A is now for sale. If anybody out there wants a well sorted car, then this is very likely the one for you. It has a non-standard (I



Look at those lines!



think Dolomite 1850 overdrive) gearbox fitted which could easily be changed for a standard gearbox if the new owner wanted, but it has been well looked after and regularly serviced at Worcester Triumph.

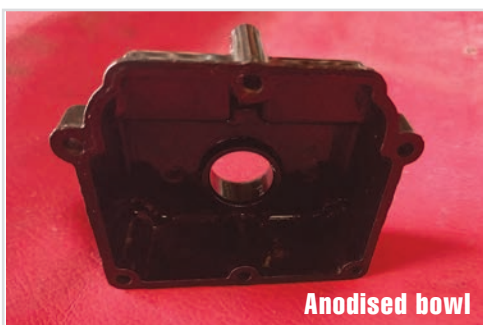
At every show we attend this car receives major positive attention. It would be nice for this car to stay within the club, so if anyone out there is interested, contact me

and if it is still available, I can put you in touch.

If you want a 3A, make haste, don't delay!

ANNODISED FLOAT BOWLS

All the float bowls that were sent to me have now been annodised and returned to their owners. Those who have fitted them and reported back to me have been very pleased with the results. The image shows a Stromberg bowl (one of a pair that I fitted to a GT6). Time will tell if my initiative works and those who supported this by sending me their parts and helping to finance



Anodised bowl



Inside of bowl

the project have promised to check out the condition of the inside of the float bowls late 2022.

Bern



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The Sum of all parts

Back in November 2020 I wrote an article on early Herald parts and how they had changed over the years, and as a result had some correspondence concerning the change dates - which, in many cases I cannot find, so apologies everyone!

Many of them were so subtle that there is no record of the actual change as outwardly the appearance of the Herald was completely unaffected, and it was usually due to a change of supplier, possibly in itself due to the unavailability of the actual part in the required quantity, or maybe the price or even the durability that prompted the move. Dates may be recorded in the dusty archives, somewhere, but not that I've ever found for many of the alternative parts.

One of the parts queried was the indicator stalk of which there are two types - one with the single cancel lever, and the more common with two. Most online suppliers these days supply the latter, and the currently available cancelling clip 140549 is also sold for the double lever type only, although I've bench-tested one and it does work with both types.

My early Herald manual shows that the switch 121402 (Lucas reference 34898) was fitted up to to commission number 40539 and then part number

128521 was used from commission number 40540 onwards. Online suppliers show that 158966 is the current model; I suspect the earlier number referred to the longer stalk of the early models, superseded by the later short stalks. Just to throw a spanner in the works I've also found another early Herald version, Lucas



Pic 1.

part number 91855J (pic 1) that has no self-cancel feature at all (pic 2), and appears to have been superseded very early in production. Somewhere in the midst of all this they used a single-cancel-lever stalk with matching cancel clip, Lucas part number 34406F... but exactly when is anybody's guess.



Pic.2.



Pic.3.

Not far away, whilst working on a number of steering columns I noticed that the early versions are actually longer than the later, and the extra length extends up into the flanged section at the top (pic 3). On these

Pic 4.



early versions the wider part is simply spot-welded in place, but on the later there is an actual flared 'ledge' on which it rests (pic 4). I wonder if they had quality control issues, with the early versions slipping downwards on the tube through wear, vibration or impact? They're all the same length in the end, with the longer part hidden inside and not affecting any of the mechanism or wiring.

Many of these features you'll never actually see unless you dismantle your car completely, which is something that only a few of us ever do and something I intend never to do again! All of my Heralds are now at the reassembly stage so I can decide which parts I want to reuse, in the name of originality, rarity or convenience. It's nice to have a choice!

Pic.5.



tronics. Early versions of the switch were quite bulky, almost primitive, with screw-on connectors to the rear that required a particular and unique terminal on the cabling (pic 5). I had to make some for myself

Pic 6.



The ignition switch also 'grew up' during production; they say a week is a long time in politics, and likewise ten years is a long time in elec-

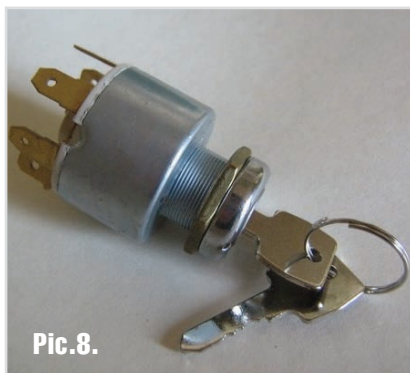
a few years back, the originals being long unobtainable, and these use screws to locate to the switch body (pic 6) - the strange shape is due to the fact they fit between raised insulating brackets on the starter to keep the high voltage

Pic.7.



away from any nearby short circuits.

Pic.8.



Eventually as technology improved we ended up with 'modern' spade terminals (pic 7), and then finally an almost slimline switch body that used the more familiar spade terminals (pic 8).

I've also got a nice pair of early door hinges on my Estate, they had the almost baroque-style cutouts that are missing on the later versions (pic 9 overpage). I suspect the cutouts were removed to modernise the look rather than add any kind of strength to the hinge. I fitted these simply because I had them, but to be honest think they're



Pic.9.

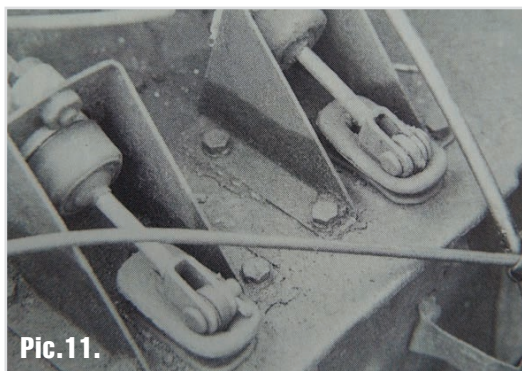
actually too early-looking to suit a 1967 Herald. Too late they're painted now!

Sometimes it's the small details that stand out. This bonnet adjustment rod has had alterations to each end (pic 10) and, like the door hinges, the small cutouts have been removed in later models which are now slimmer. No reason why; probably, again, due to different suppliers, as they're totally invisible when fitted.



Pic.10.

The master cylinder seals changed from small rectangular feet to the entire boot that we know today, probably to protect the end of the actuating rod



Pic.11.

from damage caused by water and road dirt (pic 11). These small boots, part number 119579 (pic 12) have long been obsolete and are really only in demand for early cars where the owners want originality. I suspect they're not just as watertight as later fully covered versions.



Pic.12.

Another interesting evolution is the rear-view mirror. Originally manufactured in metal, on early versions the arm pressed into the mirror head (pic 13), then this was reversed and the head screwed into the arm (pic 14). Later cars benefitted from plastic versions where once again the arm was screwed onto the mirror and this time secured by a retaining ring (pic 15).



Pic.13.



Pic.14.



Pic.15.

Early cars also had alloy steering rack mountings - these were replaced by rubber versions



early in production, due to road vibrations being transmitted along the column, but they differed from the currently available replacements with a longer 'foot' to the rear.

I'm sure there are plenty more variations, some due to suppliers, some due to costs, and some due to previous owners - the fun is working out which is which! In the long run it doesn't matter what you've got as long as it works, and keeps your Herald on the road...

Colin

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I Kept my First Triumph

Do you sometimes wish you'd managed to keep your first Triumph - or any other classic you may have parted with over the years?

We do - a Herald, which took her through college, before being replaced with the first of several Heralds, right to the present day, in Jess's case and a Morris Minor convertible (traded in for an Austin-Healey Sprite - also long gone) in John's.

This month we are pleased to bring you a report from a member who seems to have done a great job of holding on to his classic vehicles - including a number of desirable Triumphs. He still runs the first Triumph he bought (in 1984), uses another as his (summer) daily driver, his wife drives another - and owns several more! And that's just the beginning of the story!

It's unusual for us to dedicate so many words and pictures to just one member, but when you're dealing with as many classic vehicles - and as much enthusiasm as we have here - it's fully deserved.

So we're turning this month's report over to **Roland Kvist**, from Sweden, who works as an engineer developing articulated dump trucks.

Some of Roland's Triumphs are on this month's cover, others appear in this report. But,



for completeness, let's begin by listing all his truly classic vehicles - an assembly that leaves us rather envious.

Cars:

- Mercedes Benz 220SE 1960
- Dodge Dart 225 1963
- Ford Cortina 1965 (his wife Eva's first car!)
- Triumph Herald 13/60 1968
- Triumph Herald 13/60 1968 (project for one son)
- Triumph GT6 MkI 1968
- MG 1300 MkII 1969 (project for the other son)
- Triumph 2000 MkII 1971
- Triumph 2.5PI MkII 1973
- Triumph Spitfire MkIV (his wife Eva's)

Motorcycles:

- BSA B33 1952
- BSA B31 1953
- BSA Goldstar 500 1954
- BSA Goldstar 500 1957
- BSA Goldstar 500 1958
- Triumph Tiger 110 (to Bonneville spec) 1957
- Husqvarna 125cc Road Racing bike - late 1960s
- Suzuki T500 1970
- Kawasaki H1 500 MachIII 1970
- Suzuki GT750 1975
- Harley Davidson Sportster 1200 1988

Tractors:

- Ferguson TEA20 1951
- Fordson Major 1959
- Volvo BM SM667 1968

The Fergie tractor is part of the Standard Triumph connection, of course, running the same engine used in Standards and Triumphs for many years.

You may also spot an ex-military Volvo RAPTG 915 from 1954 in the background of the PI picture - that belongs to Roland's brother. But this is Roland's story, in his own words:

I have a confession. I am a Triumph addict. I live in southern Sweden and have come to an age where time is more of a problem than the funding of toys. I live on a farm with a big barn and a proper workshop.

The Triumph thing started back in 1984 when I was serving in the Swedish army. I was only 20 years old at the time and we were appointed to serve as guards for the Royal family at the King's



castle in Stockholm. In the small car park of the King's castle a funny little car was parked. I had never seen one before. I looked kind of cute. I went to the local Triumph dealer and asked about it. What is a Triumph Herald? Is it any good? Can I take off the roof? The replies were positive.

I bought the Herald for about £150 and then repaired and repainted it. It was my only car for many years, and it served me well. Roof was off in May and then back on in

September. I had a tonneau and raincoat to protect us. I later got a hood for it. I started to love the car more and more but thought that Swedish

winters are not meant for Heralds.

I started to look around and finally I found the perfect car to meet the winters in. It was a Triumph 2000 MkII from 1971.

I bought it and then repaired the major issues and just made it through the Swedish MOT. Now the Herald was safe from the wet and salt and the upgrade in comfort for me was substantial. The 2000 went on pretty well but the engine drank oil and the gearbox and diff were quite noisy. Despite the issues I fell in love with the 2000 as well. The following years there were some minor rust repairs, a full respray, overdrive gearbox and a 3:7 diff was installed. I think this car is the one I will remember forever. I had it as my daily driver for 14 years. I think it has

about 400,000 km on the clock. It is still in brilliant mechanical condition and the interior is near perfect. However, the tin worm has eaten into the sills and arches. It is sleeping in my barn now waiting for a well-deserved refurbishment which is in the plans.

All needed parts are already bought.

Next Triumph was a PI MkII. It has been my dream car since I got the 2000. It was very tricky to find. There were a lot of MkI cars imported to Sweden but only 50 MkII landed here. I searched for years and finally I found one in Norway. This meant including a



family weekend in Oslo. It was a very exciting drive back home without number plates, on five and a half cylinders followed by

a thick black tail of smoke. The Lucas injection was definitely past its best. The PI is now fully rebuilt including an upgrade to overdrive. It has been my daily driver since spring of 2021 and will be until the salt appears on the roads. Luckily, my Polestar company car loves the salt and wet.

I stumbled upon a GT6 MkI for sale in my



to be out with. There is an occasional rear seat in it and people really stare when we arrive at a car meeting with me and three kids come out of the car.

Then something interesting happened a few years back. My wife Eva said that she wanted a sports car and we started to look around. After seeing many ex-

neighbourhood.

It wasn't expensive and all the parts were there except the front bumper. It looked pretty and was completely irresistible. I just must have it. So, it happened. I think this is the car I have spent most time, money and love on, and it is still not perfect but at least it is very good and still improving. I did rust re-



pairs, full repaint, engine rebuild, gearbox upgrade including overdrive and a NOS diff installed plus all the usual such as interior, brakes, steering, suspension etc. It drives brilliantly and is great fun

amples a Spitfire MkIV was brought home. When she is driving the Spitfire, she instantly turns into a middle-aged man magnet and the smile on her face really cannot be erased.



I still have all Triumphs and four of them are registered and regularly used. In the barn there is another 13/60 and a MG1300 MkII waiting to be done for the sons. The MG is already in process. We can say we are a happy Triumph family.

Please forgive me for the MG.



I really like to play in the workshop. It has been like that since I was very young and I still make mistakes, start over and learn. I really enjoy improving my Triumphs and the other cars and bikes. Latest workshop addition is a small lathe and a milling machine. They can do wonders for keeping my collection alive.

There is no better feeling than when I can have the first test spin after a long rebuild and everything works as it should.

I do all the work on my cars and bikes myself except cylinder boring and crankshaft grinding. So far I have never rebuilt a gearbox or overdrive on a Triumph but I think it may happen this winter. The PI has a good box but a small whining sound comes from the overdrive. The Herald is up for an overdrive conversion soon and I will look into the gearbox as well. I have managed to rebuild the diffs of the 2000 and PI but it is tricky to find

parts nowadays, so I give many great thanks to all my friends and suppliers in the UK who make it possible for me to keep all these dinosaurs alive. There are too many great people to name.

Roland

Thank you so much to **Roland** and to **Eva** - we're sure that you enjoyed reading about the "addiction" as much as we did. This final picture, of the PI engine parts in the bath, gives some idea of the love lavished on their cars!

We would also love to hear from you, wherever you are in the TSSC world - whether you have a fantastic tale to tell or simply want to give your Triumph a namecheck and the credit it deserves - just write a few words and send them to us - ideally with a few pictures - at tssc.international@gmail.com, or just drop us a line to kick a few thoughts around.

Jess & John



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DAVE RUMENS vitesse@tssc.org.uk

The Heat should be on

Hello everybody, March is the meteorological start of Spring, OK maybe nobody told the weather. But one thing is for sure the days are getting longer and the weather will be warming up before too long.

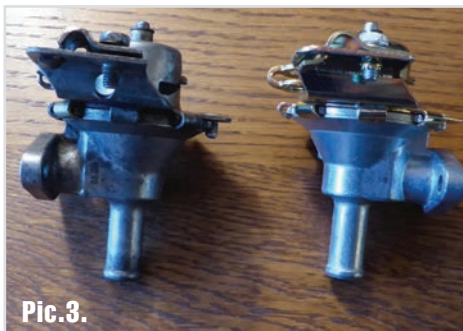
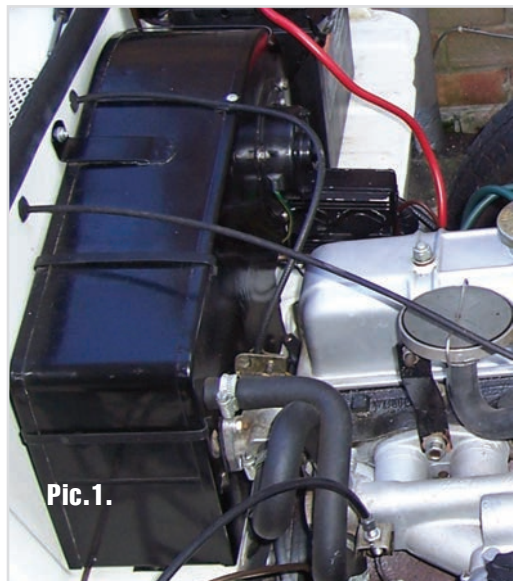
Due to having a large engine in a small space the Vitesse cooling system has always been on its limit, so make sure your cooling system is up to scratch by giving it a good flush which should include the heater. You may say why the heater, well don't forget even if we have a good summer it still rains and as a result the windscreen has a habit of misting up. A good blast of hot air soon clears this off. But, in my experience the heater is very often forgotten during a cooling system flush out, causing the matrix to become blocked, also the pipes and valve that feed it to fill up with crud due to a lack of coolant flowing through them. This may be due to the cars only being used in warm weather and the heater being shut off for most of the time.

There were two types of heater fitted to the Herald the main type being manufactured by Smiths, [Pic-](#)



[ture 1](#), the other by Delaney Gallay, [Picture 2](#). I guess lack of supplies from Smiths probably meant Standard Triumph had to go to an alternative supplier to keep the production lines flowing. I haven't seen the Delaney type fitted to the Vitesse which may be due to position of the hose ports making them difficult to feed from the engine. But, there may have been some exceptions therefore it makes good sense to cover both types.

As said the Smiths type heater is the most common, and can be found in Bonds, Heralds



and Vitesse, plus, I am sure a number of other classic cars of the period. The easier you make the path between the engine and the heater the less stress is placed on the hoses. This is why there is a difference between the Herald and Vitesse heater valves in that they face in opposite directions and as such are not interchangeable. [Picture 3](#), The lefthand valve is fitted to the Vitesse, whereas the righthand one is fitted to the Herald. If you are careful, it is possible to



Pic.4.

modify either type by drilling out the rivet, [Picture 4](#), and move around the top plate to the correct position. However, it is better to get the correct type in the first place or return and exchange if you have ordered the wrong type. The other point being, if you are told the Herald type will fit your Vitesse well it won't, so don't buy it. Whilst we are on the subject of Smiths heater valves



Pic.5.

the other type used in a number of Standard Triumph vehicles that won't fit the Vitesse is shown on [Picture 5](#). This is used in both GT6 and TR6 plus several other models. Moving back to the Vitesse the valve

is fixed to the heater by a small bracket and was originally sealed to the heater inlet pipe with a rubber olive, [Picture 6](#). In recent years these appear to have become unavailable and have been replaced with an O ring, [Picture 7](#).

Moving on to the Delaney type. This has a more complex valve, [Picture 8](#), and is not in-



Pic.6.



Pic.7.

terchangeable with any of the Smiths type. The only common part between the two

heaters is the Bowden cable that is used to operate the valve. The valve used on the De-



Pic.8.

laney heater is considerably more expensive than the Smiths type to replace and has a reputation for being unreliable. I am not too sure the unreliable bit is true, but the very expensive part certainly is. As far as I can tell the Delaney heater does have a larger matrix and therefore in theory should give off more heat. That is providing the engine can provide it. I have tried repairing this type of valve in the

past with a mixture of polyethene sheet and instant rubber, well the jury's out on that one as to how long it will last!

So on to what problems you are likely to experience with either heater. The matrix can become blocked on either heater. The valve on the Smiths can both become blocked or turn off. Very often when you unblock the valve it's found in won't turn off, basically it's had it and should be replaced. The Delaney has the same problems, plus it has a habit of leaking due to its seal aging. I know the feeling!

Now on to the flushing out all that crud. The first thing is not to try to flush out the heater through the whole system, which is due to the high level of crud present.

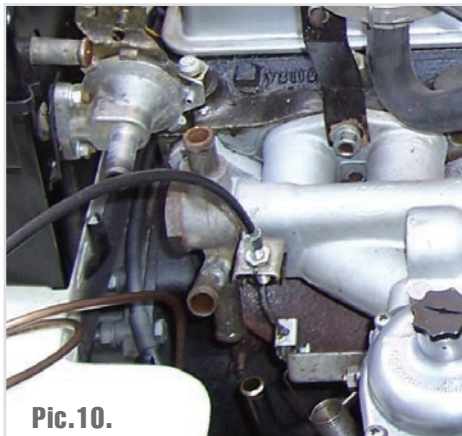
Isolate the heater matrix and valve from the cooling system and flush it through with a garden hose at low pressure.

The next area to look at are the pipes that feed the heater. In the case of the non-Stromberg versions of the Vitesse 6 life is a lot simpler because you just have to flush through



Pic.9.

the pipe that feeds the heater from the head, [Picture 9](#). If needed use a piece of stiff wire to free up any crud. The later versions, October 1965 on, of the Vitesse were fitted with Stromberg carburettors that had a heated inlet manifold. At the heater end of the heated manifold there is a banjo bolt holding a multi-way inlet/outlet arrangement, [Picture 10](#). Either this or the manifold pipe feeding it can become blocked. Do not try to undo the banjo bolt as it will shear off and break as its thread, due to dis-similar metals, will have rotted itself in. The best way to free up the water way is to use some stiff wire through the inlets. Apply a



Pic.10.

garden hose to the thermostat house end of the inlet manifold pipe. In both cases don't forget to flush out the return pipe which runs behind the exhaust manifold back to the water pump housing, [Picture 11](#).



Pic.11.

And now for a station announcement. **Don't forget it's the 60th Anniversary of the launch of the Vitesse** which took place in May 1962. So, please bring your Vitesse the **Inter-Club Weekend at Stafford on the 19th to 21st August 2022**. Let's fill Bingley Hall with Vitesse as we did back in 2012,



**See you all next month and
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Dave



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Re-born in the USA

My prising open of the creaky doors to the neglected barns of the Internet (okay, my metaphor is as creaky as my metaphorical doors, but I'm doing my best... I am just an engineer) has unearthed two Triumph-connected cars for me to show you this month.

Apart from being Triumphs, they have one other common feature; they were both created in their current forms across the pond, in the good old US of A. Oh, and they have both changed owners recently.

The seller's advertisement for the green car has been deleted from the Internet, so all I have to go on for its specification are words written by an American petrolhead called **Jeff Lavery**, writing in the web site **barnfinds.com**.

The car's headline description is

"Triumph Boat Tail Speedster". I was going to paraphrase Jeff's piece, but, since I've given him credit, I might just as well just re-produce them, translated into UK English:

"Home-built projects like these are always so tantalising, largely



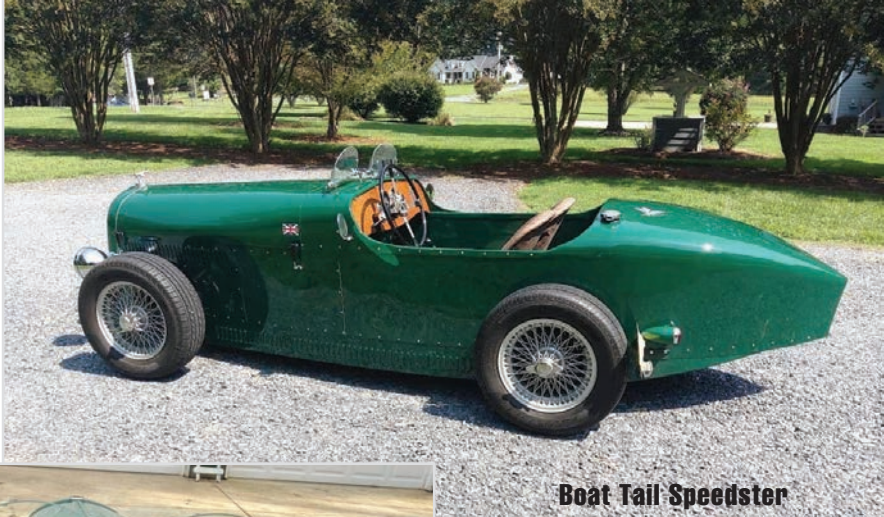
because you know if you own it, no one else will have anything like it on the road. Of course, it also means the quality of the

product is up to the capabilities of the builder, but the seller in this case seems eager to establish that it's not the builder's first rodeo. The "boat tail speedster" moniker may seem overused at times, but in this case, it looks exactly as described, when viewed from the rear. The seller claims there is no fibreglass to be found and that the body was entirely formed with an English Wheel. The one-off speedster is advertised on craigslist, for 15,900 USD.

The British Racing Green paint appears to be of very high quality from this side of the computer screen, looking darn near perfect



in photos. According to the listing, the body frame is made of welded half-inch and one-inch box steel, with aircraft rivets installed by an airplane mechanic. The speedster rides on a modified 1980 Triumph



Boat Tail Speedster



Spitfire chassis, upgraded to GT6 specs, featuring front disc brakes, independent rear suspension, and rack & pinion steering. The wheels are real-deal TR6 knock-offs, too.

Sometimes, on custom models like these, the interior leaves a lot to be desired. Not so here, as either the seller or the builder chose to finish the cockpit to a high level. It features aluminium seats sourced from Speedway Motors and covered in stressed leather, and despite their racy proportions, they are apparently designed to accommodate drivers up to 6'4. The dash is a simple affair, but it's not full of warped wood and holes, and I have little doubt, based on the overall completeness shown, that all the gauges still work. The steering wheel is bus-like in the clas-

ing a ton of cash on a Morgan three-wheeler for the same kinds of thrills."

With the second car, the white one, we move away from Herald/Spitfire underpinnings, this car has a TR3 chassis. I found it on the American on-line auction house bringatrailer.com, where it apparently sold, in January this year, for 22,250 USD. This car was also entered in bringatrailer auctions in 2020 and 2017; I have paraphrased a description of the the car from the auction catalogues:

Triumph-based Dio AmBro Special

"This Dio AmBro is a Triumph-based (1966 TR3) special that features a 2.9-litre Ford Cologne V6 paired with a five-speed manual transmission as well as the Triumph chassis and suspension. The car is finished in white with a red stripe and features a roll hoop, a frameless windshield, 15" wheels with knock-off hubs, red vinyl upholstery, and a wood-rimmed steering wheel. This AmBro is now offered with a California title that lists the car as a 1965 Triumph.

The handling is superior on the lightweight special (1,800 lbs) and the lighter V6 from the Ford Capri maximises its balance. The car was built by a gentleman in Ohio and later

gently reconditioned by Bill Bonadio. It features an Isky cam, electronic ignition, a 4.1 Triumph rear end, aluminium airplane gas tank, and a Holley carburettor. The car is surprisingly highly refined, easy to drive, street legal, and eligible for many historic racing events. The car runs great, shifts smoothly and is fun to drive."

Those of you with a retentive memory may have noted a

ered Maserati T-61 (no. 2454) at the time, and took a mould off of some of the body panels, which gave their 1961 creation a strong Birdcage appearance. The chassis was Triumph TR3, as was the engine, highly modified. They named their new sports



similarity between the shape of this car and the cars I wrote about last month, read on and you will see why you are thinking that. The auction house describes the car as a special, but in our parlance it might be better described as a kit car; I say this because of this bit of history, provided by one of the car's previous owners on the auction site:

"In 1960 two experienced SCCA race car drivers, Bill Ames and Dewey Brohaugh partnered to build a sports racer from their Triumph TR3. They contacted a fellow Minnesotan, Jim Carter of Minneapolis, to help them, because of his adept knowledge in fibreglass. The men knew of Don Skogmo, who was racing a Ford pow-



racer, by combining their family names, Ambro. In September of 1962, Brohaugh and Ames finished 19th overall with the Ambro at Road America. They raced the car frequently throughout the Midwest.

After a number of races, includ-



ing several at Road America, it was decided to offer Ambro bodies to specialist builders and about 40 bodies were sold. Only a handful is known to exist today. The Ames Brohaugh car number 1 traded hands several times during the 1970s. Bill Bonadio of Oklahoma knew of its existence, its history and had a special fondness for the race car. He kept track of the whereabouts of the car. Knowing it was an Ambro, he began his search for Bill Ames, eventually finding him in Elizabethtown, NY. After making contact it was discovered Ames knew of an original un-

built body in Minnesota and he allowed Bonadio to create a new mould in 1989 to begin a new generation of sports racers...now called the Dio Tipo 61."

There we have it, two distinctly different Triumph-chassis cars created by our brother automotive engineers in the USA. We know that there was a time when the

Americans bought a lot of Triumphs, the TR range was particularly popular, with the American market being more important to Standard Triumph for some models than the UK. It's not, then, surprising that some of the American Triumph cars were developed beyond what the UK manufacturer ever imagined.

For me now, I feel here is another avenue of research to go further down... it's added to my list.

As an exciting new year progresses please let me have any kit car or special related news you come across; either pictures and stories of your own car or of other cars that cross your timeline, from any part of this wonderful planet.

Trevor

<https://www.instagram.com/heraldspecial/>
<https://www.facebook.com/trevor.collett.7140/>



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

GT6 Armrest Re-Trim

I recently completed another little trimming job on my GT6, the armrest trim had worn thin and allowed the vinyl to crack, I guess is must be over 20 years since I last replaced it and I do tend to drive with my elbow on the armrest.

Like the recent headrest re-trim I bought an armrest re-trimming kit from Parkland classics which as usual from them included some detailed instructions on how to carry out the job. The important bit is the preparation and removal of the old trim and foam underneath.

To do this the arm rest obviously has to be removed from the car, start y removing the handle grip from the lever, this can be pretty hard work as the rubber handle tends to seal itself to the steel lever. Best to warm it up a bit with a hairdryer to soften the rubber, the twist from side to side and pull until it starts to move forward and removed the grip. The remove the self tapping screws holding the knee pads on the side of the transmission tunnel and the screws holding the transmission tunnel trim in front of the arm rest, remove the trim then remove the armrest slipping the gaiter section forward over the lever.

Once the arm rest assembly is out of the car the

re-trimming can begin!

Start by removing the gaiter section, this is held with some steel tags that are bent over on the inside.



Bend the tags to release gaiter section.



The tags that hold the gaiter section.



Gaiter section removed

Next remove the armrest vinyl cover, start at the Then work around the cover, peel it off....



Once the cover has been removed you'll be left with the metal armrest with a covering of foam sheeting .



Next tear off the thick top foam pad



Then remove the thinner foam from the armrest sides



Then scrape off any foam that's left behind



Releasing the folds inside the gaiter hole



Then work around the cover, peel it off...

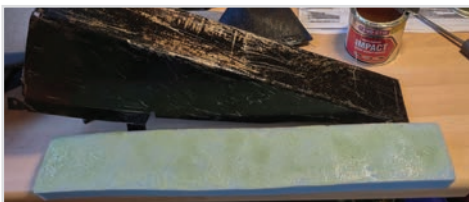
Once all the foam is removed clean as much of the old adhesive off with a strong solvent, I used cellulose thinners which seemed to work quite well



Afterwards you'll be left with the untrimmed metal arm rest



Next coat the top of the steel arm rest with a contact adhesive (eg Evostick).



Coat one side of the thick foam strip that goes along the top with contact adhesive



Coat one side of the arm rest with contact adhesive Stick the foam strip to the top of the arm rest, aligning the front of the strip and leaving the excess to the rear



Select the side foam that has it's smoother side towards the armrest frame and coat it with contact adhesive

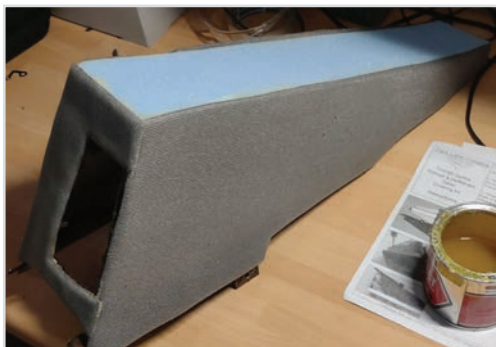


Stick the side Foam into place aligning the top and front and leaving any excess to the rear and underside

Repeat for the other side foam.



Then coat the front of the assembly and the front foam with contact adhesive



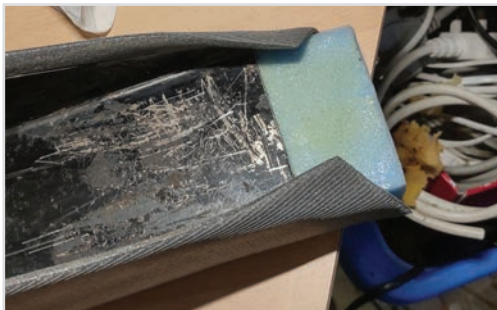
Stick the front foam into place, carefully aligning the top and sides



Turn the armrest over



ou should now have an armrest covered in foam ready to cover with the vinyl cover trim



Fold the rear corners of the side trims over at the rear



Put some cling film over the front corner and $\frac{3}{4}$ of the top of the armrest, this will help when fitting the vinyl cover by allowing it to slide over the foam when pulling taught



Trim the excess foam at the rear with a sharp knife or scissors



Place the armrest upside down into the vinyl cover foam



Trim the excess foam from the sides along the bottom of the armrest



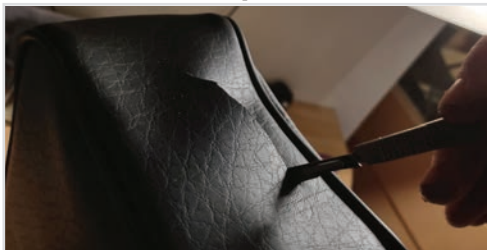
Pull the rear flap into place and stick



Pull the sides and front taught and glue into place



Fit the gaiter piece through the inside of the front aperture, the strengthening strips have slots in which should be pushed over the spikes and secured by bending the spikes over



Cut an X shaped slit into the piece of the cover over the front aperture with a scalpel or really sharp blade



The re-trimmed arm rest completed ready to refit in the car

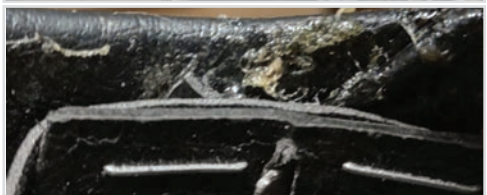


Pull the trim into the aperture, pull tight over the spikes



Refit to the car slipping over the handbrake lever

Ignore the thick black wire, that's an ipod adaptor cable for my stereo rather than any standard part of the car!





Secure in place and refit the handbrake lever handle, trim under the handbrake and knee pad trims

GT6s out and about

I recently visited the excellent Great British Car Journey museum just south of Matlock. A really excellent museum tracking British cars through the decades with the less exotic cars that you would normally see in a motoring museum.

The museum states it's the car's your Dad used to own, in fact I visited with my Dad who really enjoyed the visit and there were examples of 4

cars that he owned when I was a boy, an A30, an Austin 1100, an Morris 1300 traveller and a Ford Escort Mk1. There were plenty of Triumphs in the collection including a nice MK3 GT6

From the Archives

One of Leon Guyot's collection, a GT6 MK2 and



Vitesse 2L MK2 convertible for sale at University Motors in Epsom, Surrey, in March 1982.

Andy



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VEHICLE DETAILS - MUST BE COMPLETED

Model & Mk Reg Number Body Type Engine Size CC Tick if 4x4 Drive Manual / Auto Year of Manufacture Recorded Mileage at Submission Date of purchase (Year) Purchase Price
 Transmission & Suspension Electrical equipment LAST Known Valuation Figure of Vehicle Here

Overall Conditions - CONCOURS, A1+, A1/5 - Serviceable, P - Project

Body	Paintwork	Chrome & Trim	Classics & Underbody	Interior	Engine Bay	Transmission & Suspension	Electrical equipment	LAST Known Valuation Figure of Vehicle Here

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

A1+ - SERVICEABLE: The vehicle must exceed A1 - SERVICEABLE and with a little effort could be considered to be Concours. The vehicle's components should be free from any but trivial faults and should work efficiently.

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

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

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

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

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

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

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

TSSC INSURANCE - CAR VALUES

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

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

Please remember originality and rarity will always add to value

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

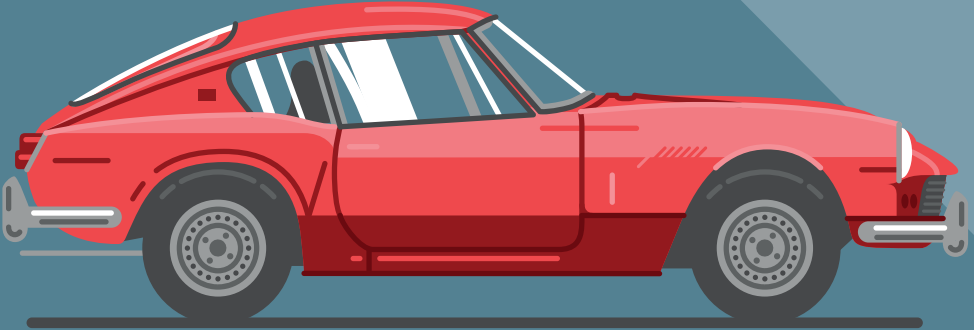
Left Hand Drive cars as above less 10% (or less 5% if converted to RHD)

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

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

Above Values Revised as of 01/01/2022

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Bits & Bobs

I've been a bit spoiled the last couple of months, first with an easy topic to write about, our photo shoot experience for Classics Cars magazine, and then last month by having received Mike Kuklenko's comprehensive article about his Spitfire project.

Without anything similar this month that means it's down to me pulling words out of my own noggin and my file of bits and bobs - together with another request for anything you may have that you'd like to see in these pages, a brief (or longer) write up of a trip or project, or even just a good photo or two of your Spitfire that you'd like to see in print.

I realise that it's been a few months since I included any of the printing blocks I first mentioned last October.

The results of my uncle's use of his printing presses to produce images from the printing blocks belonging to **Jasper Bacon** weren't always as successful as I had hoped but a few of the individual vehicles, particularly the commercials, came out really well as you can see here - perhaps 60 or more years since they might have previously been used in promotional materials.

There are rather nice images of an Atlas pickup in use, a Standard 6cwt van, and a Courier van. The latter two show up in Richard Dredge's copy of the Standard Triumph Publicity Manual. It's in-

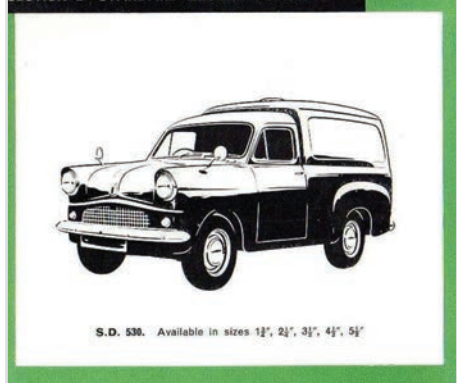


teresting that the manual, obviously dating to a little later than the batch of printing blocks as it doesn't contain the Atlas, does





SECTION D STANDARD-TRIUMPH PUBLICITY



still include the Standard van, which I understand ceased production earlier than



the Atlas (later being known as the Leyland 15 or Leyland 20.)

For my next item I apologise for straying across model lines again, but Guy spotted on Facebook something for my collection of car 'trailers'. For those new to the TSSC and my ramblings I'm rather taken by these trailers constructed from one or

more vehicles. This time it was made from the rear end of a Stag with 2 separate compartments. The seller was asking £2000, noting that was less than it cost to make.

A slightly less successful version made from a Scimitar sold on FB market place around the same time, but the





asking price was only around £150.

Although I do like the 'car trailer' concept, if a car is good enough to restore it would be a shame for this to be done to it instead, although being turned into a trailer is better than the vehicle completely disappearing. However, in many cases it likely costs almost as much in time, head scratching, and money to do a successful trailer conversion, as it still needs to be relatively solid, as to restore it as a running vehicle.

And, finally, going across model lines in a slightly different direction are these Vitesse cigars, sent to me by **Fred Smart** a few months ago.

I finish by apologising for the lack of pure Spitfire content this month, and repeat my plea for something more appropriate to include next month.

Suzie



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Anyone 1 - 4 T?

Hi all, I received a few articles this month which was great to see.

Please keep them coming, it provides me with inspiration and ideas for future articles and also it provides other readers with the comfort that they are not on their own when they have questions to share!

ANY 1 4 T?

Hi Steve

Hope that you managed a relaxing Christmas. I wonder if you would mind seeing if anyone in the 1500 community has a spare/unwanted tub/body shell?

I may be losing it but I've decided at this stage to repair/restore/replace bits/body on my 1500 and would be very grateful for anyone who wants to share Information/advice/parts etc.

Here we are removing the 6 plastic covers the car has lain dormant under for 20 years.

Here is a shot of the Spitfire being unloaded when back in Somerset.

The number plate is intriguing and we'll see how long it will take for the car to be passed fit to drive on the road again.

Would you mind doing this for me?

Cheers

Mike

Hi Mike, its not hard to imagine the amount of rust that lay under those plastic sheets. When you don't have a suitable covered space or garage to protect



tect against the elements it is difficult to know how best to store a vehicle. The simplest and cheapest way is to get some level of protection that is breathable to prevent moisture being trapped underneath however I wonder sometimes if it's best not to cover them at all, but to allow the elements, sun and/or wind to dry off the rain! That said the bodywork, chassis etc would need some regular routine maintenance



nance to ensure it didn't fall into ruin!
Now scaling things down a little.

Model Example



article for the club magazine, to celebrate Harriet's 50th birthday.

Kind Regards,

Andrew Gorman

Andrew - third time round the clock! It would be interesting to see the servicing and repairs that have taken place in that time. Also your 'offer' of writing an article would be very welcome, please remember to include any pictures you have when you do so. Regarding E10 fuel, the only

other concern I'm aware of is condensation. This can happen in your fuel tank, as any space not filled up with fuel will be taken up by air containing water vapour. Apparently the additional bio-ethanol content in E10 prefers to mix with water as opposed to petrol (useful!) and where there is sufficient of both, it leaves the petrol and combines with the water to form a separate layer at the bottom of the fuel tank. The fuel line then picks up this watery mixture and pumps it straight into your engine. I'm led to believe either a full tank of fuel, leaving a minimum air gap for condensation to form, or a 'near' empty tank of fuel, reducing the bio-ethanol content in the tank, will minimise the risk of this happening. Obviously if you use the vehicle all year round and are constantly using and replenishing

Hi Steve,

A few years ago I bought a 1:43rd model of the Austin 7 Fabric Saloon which I had for 38 years, and have just decided to see whether the same company, Sun Star Cars in China, made a model of either my current Vitesse or the A7 Ruby I bought recently, unfortunately with no luck.

However I did find some models of a Mk IV Spitfire and Mk III GT6 in various colours if anyone is interested (I'll send this to Andy Cooke as well).

The site is: <https://www.sunstarmodelcars.com/product-category/vitesse-143/> and search for 'Triumph'.

Cheers,

Peter Hennell

Hi Peter, thanks for sharing the link. Similarly I have never been able to find a Triumph Spitfire 1500 model, there are a few MKIV's but not 1500's. I guess the small differences at that scale are not worth the manufacturing costs and the MKIV is considered close enough!

Finally, a question on E10 fuel, I know we discussed the concerns and actions required to prevent damage to the engine a few months ago but it's worth revisiting.....

Hi Steve,

I have a 1972 MkIV 1296cc in standard configuration, except that the cylinder head has been converted for unleaded fuel. I've bought the E10 grade fuel pipe from the Club Shop but I'm not sure if there are any other changes recommended for E10 fuel, can you help please?

I've had the car ('Harriet') since 1985 and have driven it around 140k miles (there were ~73k on the clock when I bought it as an MOT failure, it's now on 3rd time around the clock) we have had a few adventures together, most recently it was the bride's car at my eldest daughter's wedding last August.

Now I'm retired, maybe I'll get around to writing an



the fuel this also reduces the risk. However with current fuel prices as they are (particularly if your using super-unleaded) I think you may need to rob a bank to do so!

Cheers,

Steve



BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

I'm Im-pressed!

The season is beginning to approach, it is now time to think about waking your Equipe up from hibernation. I had to move my Convertible to allow me to store some plasterboard in the garage – have I mentioned I am building an extension?!? Time it was finished but a couple more months I suspect.

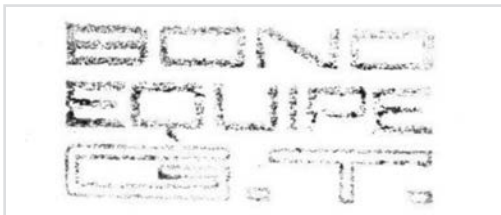
Anyway to return to cars, I have the battery on a conditioner/charger, so I pumped up the fuel manually and then turned the engine over and after a few turns we had 3,4,5 and finally all six cylinders firing, and sounding beautiful as do all the 6s. I then tried putting it into gear, and yes the clutch was stuck, I tried the easy way, foot on clutch and starter motor, that was not enough, but when I jacked the car up, and started the car with my foot on the clutch it freed easily for a change, usually I



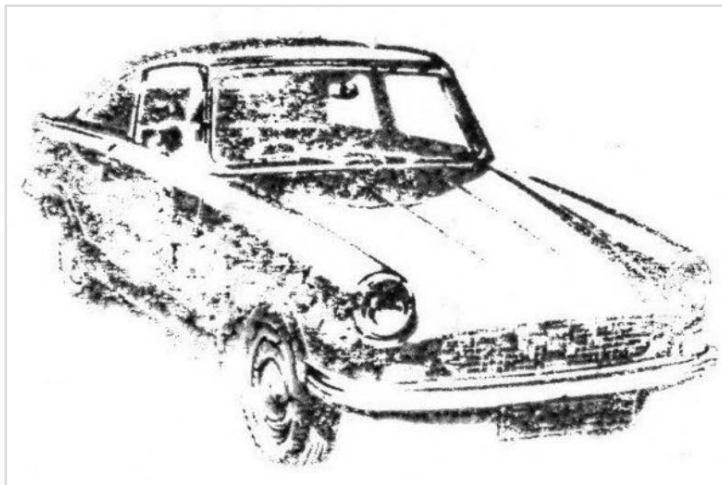
need to apply the brakes as well.

Next, I have a number of people forwarding me a picture of a very young **Jay Blades**, with a 2+2 in the background – full marks to those who spotted it whilst watching '[Jay Blades, Learning to read at 51](#)' on BBC 1. The coincidence that such a rare car is there is amazing, the car is looking quite tired, wheel trims missing, for example, but it would have been about 15 years old by then, so not surprising.

Whilst on the subject of 2+2's Suzie got me a Christmas/Birthday present that really **im-PRESSED** me - **print block artwork** for the 2+2, some of you may recall that she has used some Triumph ones in her Spitfire Articles, in that case



her Uncle had used his printing presses to produce prints of them. However since they were done unfortunately her Uncle is no longer with us, so we



tried them out on an ink pad, but you can see the effect, if not so clearly. It doesn't help that I didn't realise until it was too late to get a new ink pad that the one we had had almost dried out! It is interesting, having photographed the blocks, and then seeing them enlarged to see the detail – you can see that they have the early mesh grill from the Mk 3 Prototype over the winter, but **Paul Grogan** just sent me an email which read:

I have just found this old correspondence I had with Bob Buckby in about 2017. It may fill in a little more of the gaps in the history of the Mark III:

Again, for the Mark III Equipe, here are my notes from a John Woods interview + more info when I talked to Ken Hall from Reliant on the phone in the late 1980's or early 1990's:

'A prototype Equipe GT Mark III was made at Tamworth in late 1969/early 1970 – presumably to be the replacement vehicle Reliant would use to penetrate the European markets. The photographs show an incomplete vehicle. With the announcement that the Preston Factory was to close,

the unfinished shell and running gear was pushed outside into the "graveyard" – a field at the side of the factory where odds and ends, and vehicles that were no longer required, were deposited before their ultimate disposal or destruction. The shell remained there until approximately 1974/5. It was then purchased by Ken Hall, who had joined Reliant in 1972 and was the Manufacturing Superintendent at Kettlebrook. He had seen the vehicle, by this time covered in green mould,

in the 'graveyard' and bought it with the intention of finishing it off and getting it onto the road. He recalled the shell had no interior or glass and the shell was unpainted. The shell was fitted with a Triumph 2000 engine, gearbox and overdrive and a 3.69:1 differential. Apparently, the shell was unusual in as much as no steel had been used in the construction. Even the sills were fully fibreglass. No other details are known except that

the vehicle was later sold to a nuclear physicist living in north Wales.'

This is interesting as it shows potentially new light on the history of the car, maybe it was Ken who painted it, and maybe he also had the front and rear screens made, they are Triplex, so should have a date code on them – there are currently tucked away, safely, I hope, in the corner of the shed so it will be a bit of time before I can access them to check. I will also have to look further to see if there is any evidence of an engine or gearbox being fitted – there is currently no removable gearbox tunnel, so it is difficult to check. This is very impractical, at least with a Vitesse gearbox as one cannot get to the gear linkage without removing the engine and gearbox. This is one of the many things which will need looking into in building up the car. Hopefully I can get further than both **Ken Hall** and the Nuclear Physicist – quite a daunting prospect!

Guy

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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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STAG

Ben Carney stag@tssc.org.uk

Stag Specifications

From the 1st Publicity Brochure.

Hello again, this month I want to follow up the article from last December's Courier, that concerns the 'First Publicity Brochure' that covers the launch of the Stag with LD1 being used in a picture shoot from across France.

That brochure contains the facts and figures for the very basic technical details about the Stag.

It starts with a drawing showing all the dimensions of car, shown here in picture 1. The lettering of the dimensions is very small, so I've included in picture 2 the drawing from the 1977 brochure.

The Specification

The brochure then provides a comprehensive list of the numeric specifications for the car. On the later models some of the measurements change, these will be highlighted in a future article.

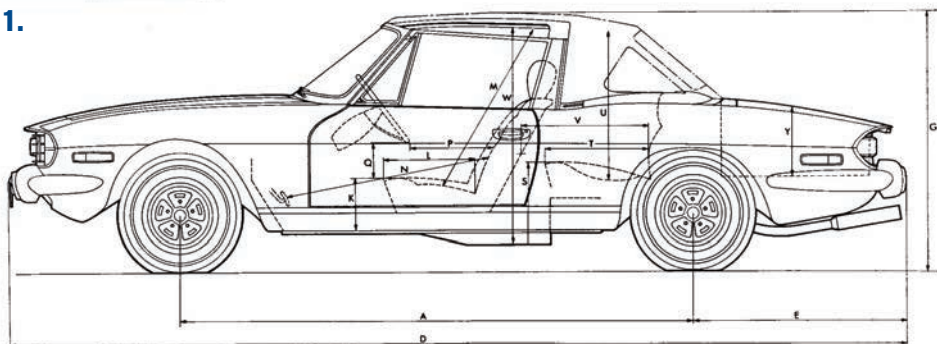
Engine

No. of cylinders	8, in V configuration
Bore of cylinders	86 mm (3.385 in.)
Stroke of crank	64.5 mm (2.539 in.)
Capacity	2997 cc (182.9 cu. in.)
Maximum power	45 bhp. Net @ 5,500 rpm.
	Maximum torque 2,040 lb. in. @ 3,500 rpm (equivalent to 140 lb./sq. in. b.m.e.p.)

Wheelbase

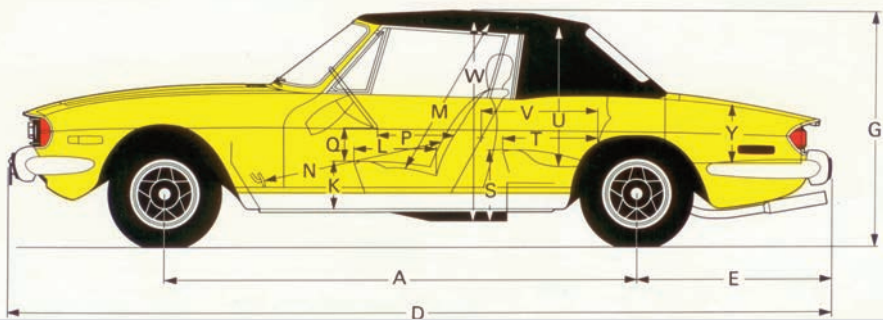
Track (4-up condition)	8 ft. 4 in. (2540 mm.)
Front	4 ft. 4½ in. (1330 mm.)
Rear	4 ft. 4¾ in. (1342 mm.)
Ground clearance	
(4-up condition)	4 in. (102 mm)
Turning circle (between kerbs)	34 ft. 6 in. (10.4 m.)

1.



A Wheelbase 8' 4"	2540 mm.	Front Seat Width 22"	558 mm.	T Rear Seat Depth 16"	407 mm.
C Rear Track 4' 4½"	1342 mm.	M Front Headroom 34½"	876 mm.	U Rear Headroom 40"	1015 mm.
C1 Front Track 4' 4½"	1330 mm.	N Squab to Max. 39½"	1002 mm.	V Squab to Back Max. 28"	712 mm.
D Overall length 14' 5½"	4420 mm.	P Clutch Pedal Min. 33½"	850 mm.	Y of Front Seat Min. 22"	560 mm.
F Overall width 5' 3½"	1612 mm.	Q Steering Wheel Max. 18½"	470 mm.	Y Maximum Boot Height 13"	330 mm.
G Height (hood erect) 4' 1½"	1258 mm.	S to Squab Min. 9½"	242 mm.	Maximum Boot Width 54"	1370 mm.
K Front Seat Height 8½"	216 mm.	Q Steering to Max. 8"	204 mm.	Maximum Boot Depth 29"	736 mm.
L Front Seat Depth 19"	483 mm.	S Seat Cushion Min. 6"	153 mm.	Boot Capacity 9 cu. ft. .26 cu. m.	
		S Rear Seat Height 11"	279 mm.		

2.



Overall dimensions:

Length	14 ft. 5¾ in. (4420 mm.)
Width	5 ft. 3½ in. (1612 mm.)
Height (unladen)	
Soft Top - hood up	4 ft. 1½ in. (1258 mm.)
Top of screen	4 ft. 0 in. (1220)

Weights (approx.)

Dry (excluding extra equipment)	2,640 lb. (1200 kg.)
Basic kerb (including tools, fuel, oil and water)	2,807 lb. (1275 kg.)
Kerb (including optional extras)	3,020 lb. (1375 kg.)
Gross vehicle weight -- maximum	3,750 lb. (1700 kg.)

Capacities

Petrol tank	14 gal. (63.5 l.)
-------------	-------------------

Lubrication system:

Engine sump	8 pints (4.5 l.)
Engine oil filter	1 pint (0.56 l.)
Engine sump (drain and refill)	8 pints (4.5 l.)
(with filter change)	9 pints (5.1 l.)
Gearbox from dry	2¼ pints (1.3 l.)
Rear axle from dry	2 pints (1.1 l.)
Power Steering reservoir	1¼ pints (0.7 l.)
Cooling system with heater	18½ pints (10.5 l.)

Tyre Size

Michelin 185 HR 14 Radial Ply XAS Tubeless

Rear Axle

Ratio	3.7:1
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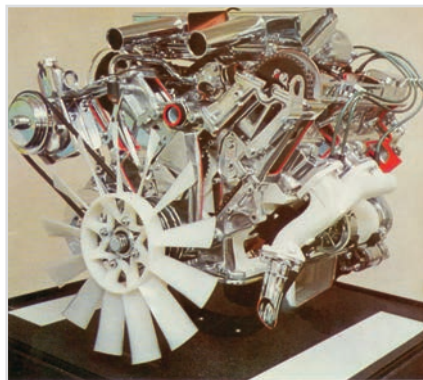
Acceleration

	Speed Range (mph.)	Time (secs.)	Speed Range (kph.)	Time (secs.)
Through gears	0-50	7.0	0-80	7.0
	0-60	9.0	0-100	9.5
	0-70	12.0	0-120	13.5
Top gear	40-60	7.5	70-100	7.5
	60-80	8.5	100-140	9.5

Maximum speed: 118 mph. (190 kph.) depending on conditions

The specification continues with the following explanations.

Suspension: (Front) Independent strut-type suspension with coil springs and telescopic hydraulic



dampers units. Single lower transverse links with fore and aft location by leading radius rods. Coil springs seat on noise insulating washers. Rubber bushed pivots and special wear-resistant ball joint swivels. Anti-roll bar.

(Rear) Semi-trailing arm independent suspension mounted on rubber-insulated steel sub-frame. Coil springs and telescopic direct-acting hydraulic dampers. Coil springs seat on noise-insulating washers.

Wheels:

Steel disc type with 5J flat hump safety ledge rims. Stainless steel wheel trims.

Steering:

Power-assisted rack and pinion type. Three-spoke alloy steering-wheel with padded rim and center boss, 16 in. (407 mm.) dia., four turns lock to lock. Column adjustable from driving position by means of a readily accessible clamping device - adjustment range approximately 4 in. (102 mm.) axially and 2 in. (51 mm.) vertically. Steering-column incorporates an anti-theft locking device.

Brakes:

Caliper disc brakes on front wheels, disc dia. 10 $\frac{1}{2}$ in. (270 mm.). Self-adjusting drum brakes, 9 in. dia. x 2 $\frac{1}{4}$ in. wide (228 mm. x 57 mm.), of leading and trailing shoe type on rear wheels. Direct-acting servo giving boost ratio of 3:1 nominal. Operation: Divided braking system with foot pedal operating front and rear brakes independently through a tandem master cylinder. Pressure differential valve and warning light fitted. Centrally mounted hand-lever operates rear brakes mechanically.

Jacking: Four-point side jacking with portable scissor-type jack.



Heating and Ventilation:

A powerful heater/demister unit provides fresh air of required temperature to the interior of the car and to the windscreen for demisting and defrosting. The unit controls permit independent

selection of air temperatures and distribution. Air flow can be increased by the use of a two-speed booster fan which can also be used to boost the flow through face-level, variable direction, fresh air ducts in the center and at each end of the fascia panel.

Instruments:



The instruments are set in a non-glare fascia panel in a compact area in front of driver's position and comprise:

A speedometer, graduated in m.p.h. and k.p.h. which contains total and trip odometers.

A combination dial containing separate warning lamps for main beam, direction indicators, ignition, choke, hand-brake, low oil pressure, low fuel level and water temperature. (see picture 4, again)

A tachometer.

A fuel level gauge.

A water temperature gauge.

A battery condition indicator.

A brake failure warning lamp, and on L.H. Steer vehicles **ONLY** a hazard warning lamp is fitted.

Controls:

(R.H. Steer Vehicles) Controls are specially designed and grouped for ease of operation. A rotary master switch on R.H. side of steering nacelle controls parking, side instrument illumination, headlights, and fog-lamps when fitted. When the switch is in the 'Park' position R.H side-front and rear parking lamps **ONLY** are lit. A combined switch for accessories, ignition, starter control and steering-column lock on L.H side of steering nacelle is operated by the ignition key. The ignition key can only be removed from the combined switch with the steering-column locking device in the locked

condition. Two fingertip levers on nacelle; L.H. lever controls twin, two-speed, self-parking, electric windscreen wipers and electric windscreen washers; R.H. lever controls self-cancelling direction indicators, headlamp flasher, dip-switch and horn. A rheostat control switch for instrument illumination is fitted in the fascia panel.

Mounted on the console panel are three rocker-type switches controlling the electrically operated side windows and interior courtesy lamps, control for choke, two speed heater booster motor and a cigar-lighter. There is also a control knob and a warning light for use with the electrically heated back-light, when hard top fitted.

Lock:

Both doors are fitted with anti-burst locks and lock eternally by means of the ignition key which is also used to operate the steering-column locking device and petrol filler cap. Both door also lock internally. Luggage compartment and glove compartment are locked with a separate key. Bonnet pull-type lock release mechanism is operated by a knob beneath the fascia.

Luggage Accommodation:

Spacious separate luggage compartment at rear with interior lamp and torsionally balanced lockable lid. Lockable glove compartment in fascia panel on passenger side with padded parcel shelf beneath. Stretch pockets in each door panel and on the back of each front seat squab. Recessed



compartment in the rear seat side-panels.

Petrol Tank:

Mounted under the floor panel in the luggage compartment.

General Equipment:

(Interior) Day-night dipping interior driving mirror with break-away support. Padded sun visors, adjustable vertically and laterally with vanity mirror on passenger side. Non-reflective veneered fascia panel with padded surround. Electric clock in fascia panel. Soft top rear Window has a zip fastener on three sides accessible from inside, allowing panel to be partially removed.

(Exterior) Wrap-around bumpers front and rear



with rubber faced over-riders. (see picture 8) Forward-hinged bonnet. Electrically operated twin, two-speed self-parking windscreen wipers and electrically operated twin windscreen washers. Polished metal capping on door pillars and stainless steel tread-plates on sills. Stainless steel body mouldings and windscreen surround. Tool roll, wheel brace and jack.

Lamps:

(Front) Four quartz-halogen headlamps set in grille. Parking and direction indicator lamps in combined cluster. When on 'Main Beam' all four headlamps are 'on', when switch is set to 'dip' outer lamps are dipped and inner lamps are extinguished. Side direction indicator repeater lamps fitted to wing panels.

(Rear) Direction indicator lamps, tail and stop lamps, reflectors and reversing lamps in a combined cluster. (see picture 8, again) Dual intensity stop and direction indicator lamps. Lower level applies when side-lamps are switched on.

Optional extras:

Overdrive, automatic transmission.

All vehicles and Stanpart spare replacement parts are sold with the benefit of and subject to the Company's Guarantee.

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And now for the important bits.....

..

CONDITIONS OF SALE

The Standard-Triumph Group reserves the right to vary the ex-works price of all products manufactured by it at any time and all goods are invoiced from the factory at the ex-work price current on the day of delivery.

The Manufacturer further reserves the right on the sale of any vehicle to make before delivery without notice alterations to and departure from the specification, design and equipment

detailed in its various publications. The technical data and other information contained in this publication have been obtained from authoritative sources and while intended to give a fair description of the vehicle and its capabilities, its accuracy is not guaranteed, nor does the Manufacturer accept any liability for any errors or omissions.

SPECIAL NOTE: The specification in this publication apply to cars produced for the UK market. Export models may differ in detail to suit local conditions or regulations – please check with your dealer.

These specifications do not apply in North America, particularly the Continental USA or to US overseas states or territories.

Well, the brochure promotes a car that was very well equipped for it day. But then again Triumph



in the 70's to me meant you got a little but extra. (And I don't mean overheating and cam chains breaking). In a future article I will highlight the changes to the specification in the later brochures. The comments above concerning changes to specification without notification certainly happened to later Mk1 cars, much to the confusion of myself amongst many others when buying spares.

Once again, I would like to ask you the Stag owners of the club, to write in with your articles about your adventures or your technical exploits you have with your Stags.

Anyway, I hope the new season will bring you the rewards for maintaining your Stags.

Keep those V8's purring!

Take care,

Ben



Classic+

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The Season Starts

Hello. Hope you and yours are well. Well, with the current challenges of climate change, its worked out for us for the last couple of shows that continue throughout the year.

The first being a very local breakfast meet at a local pub. It was cold overnight and an issue yet to resolve is the heater in the 2000. The two issues met



and resulted in bringing out the classic Woolworths heater!

That combined with a fine cloth, managed to clear the screen and off we went.

A great mixture of cars as you can see. It's a meeting for the 'Petrol heads' club so open to all that have an appreciation of automobiles!

As with many modern meetings, we had a couple of 'you tubers' who record the event



and then put it on you tube for many to see. I'm not one of those and either Harry or a friend of mine in the club lets me know its 'on line'. If you want to see the event, plus spot my car, then check out [Youtu.be/30ZrcFiUxKU](https://www.youtube.com/watch?v=30ZrcFiUxKU)

A couple of weeks later we had another meet but a bit further away towards Windsor castle. It was quite amazing to see the several hundred cars turn out for it! Examples of many different man-



ufacturers and their vehicles.
Meet up with friends and
had a good walk round in
the winter sunshine.

This event is becoming



rather busy and there were several 'you tubers' in
action!youtu.be/576KcLn_uOZO or look for 'Adam C' on
you tube.

If you don't want to watch all the cars, mine
is at around 7 mins into the video..

I was most pleased to receive this email via
the club office from **Bill Clark**. He writes..

*This email is a little late in coming, for which
I apologise.*

*Early last year, my son showed me the Jan-
uary 2021 issue of "The Courier" and there
on page 53 was a picture of my old 2500 Estate, looking
absolutely pristine.*

I bought HGN855K from a dealer in north London in 1975,



*kept her for thirty years, eventually
selling her at a local classic car show
in 2005, having decided that I was
getting to old for winching out en-
gines, crawling underneath, etc.*

*She was a PI when I bought her; but
the injection system gave endless
trouble. Eventually the drive to the
metering unit sheared, so I fitted a
pair of Strombergs, which she ran on
for about fifteen years.*

*After this, I substituted a pair of SUs,
which I got from a wrecked later
model S, this is also where the alloy
wheels came from.*

*I am glad the old girl has found a
good home. I hope Don Davies gets
as much fun out of her as I did.*

*I attach two photos of her on holiday
in North Devon, around the early
2000s.*

*All best wishes to readers of
"The Courier"*

Many thanks for your email Bill. Much
appreciated. I'm always pleased when
a car has been part of a family for so
many years, and to see its continuing
to do so.

A date for your diary. **Sunday 22nd
May. The Triumph picnic and hog
roast at the Mercure Warwickshire**



**Walton Hall Hotel and Spa. CV35
9HG.** We went for the first time last
year and really enjoyed the event as
it's ALL Triumphs, and Standards and
everything Triumph related. The
house is absolute stunning if you fan-
cied a treat !!

Hopefully you can get out in your big
saloon soon and please, send me de-
tails of your adventures!!

Carl

ACCLAIM ALL MODELS

Julian Rowell acclaim@tssc.org.uk

NEC Classic 2021

Not a great deal to report for this article, winter has been upon us and my it has been pretty awful just lately.

A direct response to that is I have not had the Acclaim out at all since it's drive to and appearance at the NEC Classic Show last November, hopefully the conditions will soon start to improve as the nights are starting to draw out and of course as we head towards this years show season.

Back to the mentioned NEC show, I know there was a lot put in about that last year, but this is the first chance for me to say anything about it. The show was greatly welcomed after the past couple of years and that was evident by the amount of people there. I have to say how pleased I was with the amount of attention that the Acclaim received, there were always lots of people around it who were generally asking a lot of questions. Some of these questions ended up as very lengthy conversations with acrobatic experiences as people wanted to look underneath, inside, over the top, actually everywhere all over the car. As far as I could work out this was the only Acclaim there, please correct me if anyone else did find another one as I didn't. I had a very nice visit from one of my past apprentices (also a classic nut) who came up all the way from



Taunton to see me and the car which he knew so much about but was the first time he had

cars getting the recognition, they deserve at last it is also a bit worrying that they may be

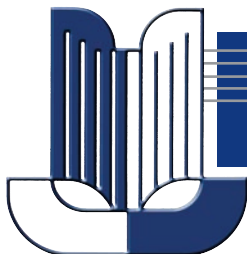


seen it. We had a lovely long chat and a coffee and I met his father as well for the first time. On a different subject, values of Acclaims or the seemingly rise in them. I have noticed just lately a few Acclaims appearing with very low mileages and in immaculate condition with selling prices nearing the £6000 mark. Open subject this, although it's lovely to see these

being priced out of reach to the sort of person that would normally look at buying one. A contentious subject I know for which I am sure we all have our own opinions.

Anyway, lets look forward to the spring and getting the show season on the go which should be in full swing by the time I do my next article.

Julian



TSSC OFFICERS

Triumph Sports Six Club

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

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

SPITFIRE Mk IV/1500

Steve Payne, 47 Tiverton Drive, Horeston Grange. Nuneaton Warks. CV11 6YJ.
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VITESSE 1600/ Mk I/II

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

GT6 MkI/II/III

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

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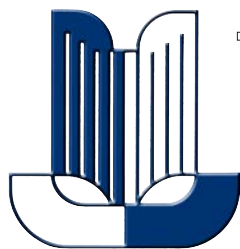
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MK 3 Needs finishing - every thing there to finish it off except it will need new Tyres. £5,000 **David Thompson (South Suffolk) 07579 770681.**

MKIV EASY PROJECT 1973 dispatched to St Helier, Jersey and imported back to Britain in 90s? Needs TLC. Garage stored for 14 years.

Easily back on the road for summer. Telephone for details. £3750 ono. **Nicholas Dando (Penzance, Cornwall) 07483 223765.**



1500 1978 YELLOW. Overdrive, owned since 1989, needs some work and TLC. £2,500 **Andrew George (Bucks) 07762 824953.**

Vitesse



1600 CONVERTIBLE. Great condition, just not getting used since GT6 purchase. Been with me 34 years, current mot, looking for the right owner to pass this on to. Give me a ring for further information. £7,000 ONO. **Jason Harris (Hampshire) 07980 311420**

GT6



MKIII 1972. One Owner. Only selling due to owners death. In good Condition. Low Mileage. £16,000 **D. Haines (Seaton Devon) 01297 21292.**



MKIII 1971. Fitted with swing spring rear, 3.63 diff, original rotoreflex components available, elec ign, stainless sports exhaust, alloy rocker cover and 4x rep mini-lites. £9,000 ONO. **Keith D Smith (Herefordshire) 01544 387683.**

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STAG



STAG 1974. Carmine red, manual O/D. Restored 2014, bare metal re-spray, wheel arches, diff rebuild, interior, alloys, SS bumpers, 22k since engine rebuild and clutch. Mileage 49536. £16,995 **Paul Mason (Fareham, Hants) 07484 806729**

Triumphs Wanted

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1600 VITESSE INLET MANIFOLD. Unused. Offers please based on £25. **Paul Newsome (Warwickshire) 07973 662889.**

TRIUMPH HOODFRAME & HOODBAG. Selling my old hood frame / hood and hood cover, also found a new seal where it meets the windscreen. £50 **Darren Spearing (Bromley) 07896 728471**

INLET MANIFOLD VITESSE TYPE 308671 For 6-cyl with cable at rear. Ready to use. All threads satisfactory. Photos available on request. P&P inc. £85. **C Hawley (Sheffield. Beds.) 07464 126304.**

SPITFIRE MKIII FRONT WINGS Pair of outer front wings never been used. Buyer to collect. £100 the pair or £60.00 each **David Thompson (South Suffolk) 07579 770681.**

4 CYL GEARBOXES and 6 CYL ENGINE. Two used 4 cyl gearboxes, pre-

fixed DG Toledo, rusty exterior & CB? Clean. GT6 Mk2 2ltr bare engine was running fine at time of removal. DG £80. CB £40. Engine £100. **Pete Lewis/Simon Peet (Wooton Beds) 07817 733871.**

TR7 2L ENGINE. Reputedly done 35,000 miles. All ancillaries present apart from exhaust manifold. £225. **John Palmer (Wokingham, Berkshire) 07432 349562.**

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GT6 MK3 Garage Clearout. Rear Hub Puller £35. Bearing Puller £18. Oil cooler Kit in working order £100. Ring for list. **Nick Garlick (Sutton Coldfield,) 07740 859715.**

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VITESSE WHEELS & TYRES FOR SALE. 4 steel wheels with tyres, in good condition. Tyres have plenty of tread 5.25mm to 6mm. May fit other models. Have photos. Buyer to collect. £80. **Steve T (Manton, Rutland) 07773 965937.**

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Parts Wanted

SPITFIRE MKIV BULKHEAD REPAIR PANELS. Has anyone got either side? Need both or either for my current restoration. **Mark Allan (Midlands)** 07833 433755.

SPITFIRE MK3 HARDTOP HEADLINING BARS. Looking to source the three headlining roof bars for my '68 Spit Mk3. **Mark Leigh (Aberdeenshire)** 07754 857734.

DASH ASSEMBLY. Vitesse Mk1 moulded dash assembly required (as in the shaped hardboard thingy). I can collect. **Paul Amey (Derbyshire)** 07866 288945 or 01332 882770.

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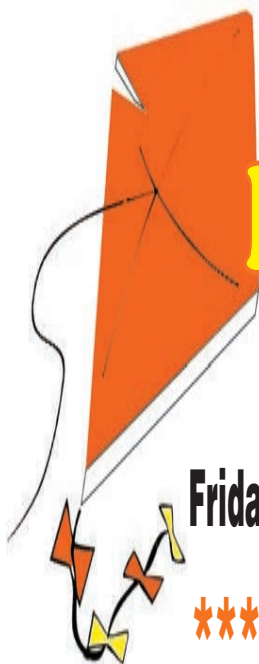
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MANCHESTER

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

Hare and Hounds 8 Silver Street. RICCALL. YO19 6PA.

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 ST15 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 <i>Contact AO for Monthly Meeting Venue</i>	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 <i>Various</i> - See report in Area News	CALL FOR DETAILS
WEST KENT	Colin Robertson: 07810 102525 <i>The Woodman</i> - Goathurst Common - IDE HILL - TN14 6BU <i>The Castle Inn</i> - Main Road - BODIAM -TN32 5UB	LAST TUES 7.30PM LAST WED AT 7.30.
NEWBURY	Dave Rumens: 01635 868640 <i>The 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: 07799 660212. <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, - WRAYSBURY. TW19 5DE	1ST THURS. 8PM 3RD THURS. 8PM

SOUTH WESTERN AREAS

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

WELSH AREAS

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

NORTHERN IRELAND

NORTHERN IRELAND	Doug Hogg: 07707 288233 <i>Nortel Social & Athletic Club</i> NEWTOWNABBEY BT37 0EB.	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	rlslaw@bigpond.net.au
BELGIUM	Stefan Vandendijk	stefan.vandendijk@telenet.be
DENMARK	Morten & Lillian Hildebrand	hildebrandrandi@gmail.com
FRANCE (Poitou Charentes)	Victor Thompson	vcandvh@gmail.com
FRANCE (Central)	Ray Lomax	lomaxcreuse@gmail.com
GERMANY	Hans-Georg Stumpf	hgs-systems@onlinehome.de
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SWITZERLAND	Robin La Barre	robin.Labarre@Bluewin.ch
SWITZERLAND	Philip Bellamy	0041 79 347 1221
UNITED STATES	Ben Blaney	benblaney@gmail.com



Area Liaison Officers Report Andover

Triumph Sports Six Area Liaison Officers

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

We would just like to thank all those Area organisers for getting in touch with us regarding areas continuing and changes that may have occurred. It's really looking busy already in the TSSC calendar so fingers crossed we are getting back to normality.

For those that do not know Myself and Nigel are now lead event organisers for the TSSC and we are looking forward to attending many events as we can for the club, so please get in touch with us on the usual email address and contact mobile number.

We hope to see you at the first event of the year which is Birmingham's NEC Restoration show happening on 18th-19th and 20th March, the club stand will be there in hall 5.

As this year is the Queens Platinum jubilee we are sure more extra events will be happening, if you think there is something happening around you contact Bern so we can get it into the courier.

Our International weekend planning is well on its way. We hope you will join us From the 19th-21st of August at the Stafford show ground. Lots to see and do look out for the adverts and coming soon the events programme. Invites for other clubs have gone out and we will be celebrating Spitfire Mk1, Vitesse 1600 and Triumph Dolomite 1850. Tickets will be on sale soon so get booked early to avoid disappointment.

We have Also been invited as a Club to the MG Live at Silverstone on 11th and 12th of June as a guest club. Bookings for this you have to go through mg web page.

The following weekend we are off to the Peak Run for the fun and games, where Colin Wright has booked the Great British museum in Derbyshire at which we have a discount and remember your membership card as this will allow you to visit. It is an array of British made vehicles with a gin distillery attached. Looking forward to this event.

Unfortunately we have lost some areas and area organisers recently for which myself and Nigel are going to try and recruit new AOs. If anyone knows anyone who would be interested in taking on Manchester area, Coventry Area, Canterbury and also South Staffordshire, please get in touch with us in the usual way or contact Angie at HQ and she will point you in our direction. Looking forward to seeing you very soon.



Nigel & Di.

Andover

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

Tel. 01672 514241

Unfortunately Guy & Suzie weren't able to join the others for lunch in February as just a couple of days later we were due to be going to Guy's uncle's funeral and also out to dinner to celebrate his Dad's 90th birthday. It seemed better to be safe than sorry and stay hunkered down beforehand to be sure we didn't catch Covid before then and risk either taking it to others in the family, or not being able to go ourselves.

A few others went in our stead and we hope to be able to join them ourselves in March.

We were sorry to hear that Ed & Maureen had had a bout of Covid themselves, luckily not too severely: "We both have had Covid recently but now out of isolation. Didn't really bother us much, just a day feeling a bit rubbish. In fact I spent my isolation reorganising my garage! Just left with two Herald doors, four engines and five gearboxes. Might try selling on ebay or even Facebook (taking your advice from the recent Courier). Decided to sell my Spitfire a few weeks ago because it hardly ever gets used. I got it out and gave it a good run. I had forgotten just how well it drives, its got a partly recon 1500 engine (got it

from Guy). Anyway had quite a good response despite it being middle of winter but in the end just couldn't quite bring myself to sell it."

What a good outcome - no matter how many TR7s you have, it's still nice to have a little Spit to use occasionally.

Sadly Kevin has also been under the weather lately but hoping that by March we might be lucky enough to have a nice, slightly warmer day, to take his Spitfire out for a run.

Bob's volunteering work with the Watercress Line at Alresford is due to start up again and he's looking forward to that.

Guy is planning to have a stand at the NEC show later this month, if it goes ahead as planned, but will be accompanied by Roland again, as I'm still not comfortable about being in such a large venue.

Guy & Suzie

Next Meeting:

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

18th - 20th March - Practical Classics Classic Car & Restoration Show at the NEC

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



South Bucks - Cheshire Cornwall

South Bucks

e-mail: varsas20@yahoo.co.uk

www.tssc.org.uk

Tel. 07818 052276

Hello all hope you are well, January was still cold and miserable so there weren't many opportunities to take to cars out and go to shows. However there were still two organised events by the Petrol Heads group. One was in the middle of the month with a smaller meeting at a local venue the Fox and Pheasant pub with a good small group of cars.

The other, larger event at the Runnymede pleasure gardens was massive with hundred's of cars in attendance meaning the queue to get out was huge. Which was not helped by the ANPR system that the car park uses not recognising any of the classic plates!

Overall it was quite a good month considering what the weather and conditions are usually like. The shows for March look like this. The monthly meeting will take place on the 16th at the Harte and Maggie's HP7 OLU and the Petrol Heads meet will be on the 27th at Runnymede Pleasure Gardens TW20 0AE. Thank you for reading.



Harry

Cheshire

e-mail: cheshire@tssc.org.uk

www.tssc.org.uk

Tel. 07779 878125

Another apology. I was unable to attend this month, but when I talked to Adrian, he agreed to attend the meeting in my absence. Apparently he claimed he was acting President (hmm...) and would attend in suit and tie in future. I'd better not make a habit of this...

Adrian reported that there has been some (older) car shuffling at Cast Iron World HQ. This has involved waking up the Peugeot Garden Ornament (I have a photo of this car basking in the evening sunshine on the HQ back lawn in 2014) by adding petrol and a battery. Despite a 5 year layoff, the Garden Ornament started at the second turn of the key. I think the GT6 has relocated during this process, but I am unclear as to which car is now in which garage.

Our man from Crewe reported he was progressing in his conversion of the Herald's engine to Spitfire mk3 specifi-

cation, although I understand he has a lumpier camshaft than the Spitfire in the wings (or by now in the engine) which may make subsequent adjustments interesting. Our man from Leek reported all his fleet was now running on the wonderful E10, but I have no further details. Memo to self - buy some E10 proof petrol pipe as certain bits of Heap the Vitesse will be more accessible during the gearbox swap.

The meeting also welcomed Mike, who has recently acquired a blue 13/60 convertible. Our John has relayed his experiences of local emporia for Triumph fettling, as Mike is, as yet, not that confident about spanner wielding on such a car.

I have updated the events list (on the Club web site), but I would remind everyone that a certain virus does not obey any orders given by those in authority. However booking a place at Tatton (for instance) only involves a bit of key bashing. I can refer to my previous submissions to help filling in the data, in this case at least.

Our next meeting is on **Thursday 3rd March at the Cock and Pheasant**. I aim to be there.

Henry

Cornwall

e-mail: carol.63@hotmail.co.uk

cornwalltriumphs@groups.io

Tel. 07979 464643

Hi All, Well here we go into 2022, wishing you all a belated Happy New Year. I missed our January/February report due to being ill! I'm on the mend and looking forward in joining in with our events. This month will see us back at the Hawkins Arms Zelah, next meeting being Thursday 10th March 7pm, let me know of your attendance please and if you are requiring to eat.

I'm pleased to say that a few of us meet up at the end of January for run out across Bodmin Moor. John has kindly put a few words together on our first run out of the year.

Ten cars met at the famous Jamaica Inn for



a late Sunday lunch in a change from our usual format of Run to lunch. The car park is extensive and the Triumphs could be heard approaching from the main road. A wonderful sound! This time we lunched to run with the aim of finishing at Rough Tor to see millions of Starlings coming in to roost in the Forestry plantations on Bodmin moor.



Cumbria - Derwent Valley



Once fed we set off South following the road beside California Reservoir. In this direction you get a great view of the water, most are surprised how extensive

it is. Our route then took us through the villages of Warleggan, Cardingham and Mount before crossing the A30 to Blisland and on to Camelford. Unfortunately we lost Carol with fuel vaporisation due to a Courier forcing all 10 cars to reverse on a narrow section.



Nine cars completed the run, but as weather closed in the murmuration was muted.

Everyone was pleased to be able to meet and for several cars it was their first run in months.

Thank you John and Jane for once again organising this event. I was really enjoying it until we all got stuck on that awful hill. My car was not an happy one. After reversing down the hill, I knew that the car was not going to make the last few miles. So waving goodbye to you all, I called my insurance company breakdown service for some help. They were brilliant on the phone, I happened to have the app "What Three Words" as I use it for working on the community. This app I urge you all to download, I was in the middle of Bodmin Moor on an un numbered road/ lane, without this it would have been very difficult for Dave the AA man to find me. Thank goodness I had Keith with me, and a flask of coffee, rather scary when it started to get dark and the mist rolled in, but guess what Spitfire decided it would go again !! My little Spitfire made it all the way home with Dave the AA man following me. Here I abandoned it to its garage for a rest, hopefully I can get some answers as to why my car behaved like this.

Thanks to you all for your phone calls/ messages in making sure I was safe at home and for the offers of help! Much appreciated.

I wish you all safe and happy motoring

Carol

Cumbria

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

Tel. 01229 316501

In order to avoid the bank holidays; we had a meeting on the 9th January at the Santon Bridge hotel. There was a good turnout of members. It is a long time since we frequented this hotel for our Sunday lunches. The hotel has been revamped but it is a pity that the meals were not up to that standard. Unfortunately due to Covid restrictions there was no buffet service. I doubt if we will be going again for our lunch unless things improve.

Sunday Jan 30th 20 off us descended on the Woolpack, which is at the bottom of Hardknott pass. Well done to all those that came in a classic car. Everyone thoroughly enjoyed the lunch and service. We had a room to ourselves and although they were short of staff they took a lot of care to make sure we were happy and thanked us for our custom. This means we will be going again for the **Fell run lunch on 27th March**.

The Pennington has been booked for Sunday 27th February and this will be the last of our winter Sunday lunches until the end of the year.

27th March is the Fell Run. This run is something which was held for a number of years and was very popular with our Cumbria members as well as those from further afield. After it gained popularity I had to limit the number of cars to 30 as it became difficult to control anymore on the tight narrow roads. This year it is only open to Cumbrian members. The start is at 10.30am at the Grizebeck petrol station. Please be there at 10am. The route will take us down to the Duddon Bridge, turn right towards Ulpha and then left over Birker Fell. Turn right at the George pub and then onto the Woolpack for lunch. After lunch the ascent of Hardknott Pass and Wrynose Pass. Once over Wrynose then we will be turning a sharp left towards Chapel Style and then turning right on the main road towards Coniston. The finish is at Coniston. The advantage of doing this type of run at this time of the year is that hopefully the tourists are not around in the numbers that they are later in the year. With the leaves not on the trees at this time of year there is also more to be seen.

In the years prior to Covid I did put out a calendar of events for Cumbrian members but at the moment in time there seems to be a lack of information on most of them. It would appear that a lot are not willing to commit to anything this early in the year.

Tony has heard of an event in **Kirkby Stephen in April**, once more details are known we will announce them next month.

The planning stage for the Cumbria trip to the Isle of Islay has started and at present we have 7 cars, 13 people, going for an eight day seven night excursion in September.

Safe motoring

Roy

Derwent Valley

e-mail: colin.tssc@btinternet.com

Tel. 01773 531580

Hi all. I hope you enjoyed reading about our New Year Run in Februarys Courier as much as we enjoyed the event. What a great selection of cars we had from far and wide.

Later this week I will be meeting with The Great British Car Journey with regard to organising a further visit to the museum combined with the Peak Run weekend. I should be able to provide full details in April's Courier so keep an eye out for the results of my meeting.

The Monthly meeting was a quieter meeting than usual,



Derwent Valley - Devon

Derwent Valley Continues

but a fun one none the less. Roger and Julie had prepared the evening's entertainment. A little bit confusing at times but an absolute scream as we tried to do a quiz and play chase the ace at the same time. William was the champion of chase the ace and Gary, Janine and I won the quiz with a jaw dropping score of 7/20.

We also welcomed Robin Fergusson to our meeting. Robin is in the middle of restoring his Dolomite Sprint, which he has owned for many years. I sure he left the meeting with no doubt in his mind that we are all crazy.

At the meeting we celebrated two birthdays, Gary's and Richard W's who were adequately embarrassed when we sang to them. They soon recovered from their blushes when treated to chocolate birthday cake.



Next month (March) William will be planning the activity for the meeting, well we had to find some way of stopping him winning everything. What sort of activity might it be? We think it might be his GCSE homework.

The April meeting will see the return of our Easter Egg raffle.

Dates or your diary:

7th March 2022 - Monthly meeting at Top Club 338 (DE7 6FY) from 7:30pm

4th April 2022 - Monthly/Easter Egg meeting. Same venue and time.

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

Starting with a personal note which some of you may be interested in. After having been with one of the Club's panel insurers for many years (PJ), I decided to look around this year after getting my renewal documents.

For the same cover I have gone to Classicline - great to deal with on the phone - actually interested in what you have to say, and even better, a saving of £56 on PJ's renewal quote.

Nice to see so many at the Claycutters for January Club Night - almost feeling back to normal - who else found it hard to have a drink through their mask? Great to see Richard P back with us after a nasty non-car related accident, and to have Graeme & Barbara before their return to the North. Farthest travelled without a doubt were Scott & Janette all the way from Chard, having had a trip to Lyme Regis for lunch! Rob was delighted to have his Spitfire

back from Darren who again has done a nice job after her woopsie on the Round Britain Run.

Skittles - At the beginning of February we had a Triumphless Skittles at the RBL in Newton Abbot. Attended by 12 of us, great fun followed by a curry meal. Top Scorer was John F beating visitor Julie by one pin, Least scored was Sharon, Best scoring couple were John and I, with the least scoring pair being Nigel & Sharon. 'Killer' skittles was won by Mike H, with visitor Julie winning the wrong handed 'killer'. At last (!) the nameless one not only has a name, 'Edith', but will be finding her new home with Jackie & Allan Prowse. All the money raised will be donated to Alzheimers Research.

COMING UP IN DEVON

We have been working hard on our programme for the year - a lot of which is on the main www.tssc.org.uk website under Areas. We are planning to have a run or event of some sort on the first Sunday of most months, with the continuation of **Club Nights on the 3rd Wednesday**.

Sunday 6 March - Meet at the House of Marbles, Pottery Road, Bovey Tracey 10.15 am to set off 10.45am. A scenic run through the Devon countryside, ending for lunch at the popular Sportsmans Arms at Hemborough Post, on the way to Dartmouth. Lunch booked for 12 noon. Booking essential by 2 March at the latest please.

We are hoping to organize a **Breakfast Meet on Sunday 3 April** - venue to be decided.

We already have plans for **Drive it Day - Sunday 24 April**. We will meet at 10am when they open, at the Bernaville Nursery on the A377 Exeter / Crediton road. Have coffee there, then via a scenic planned route to our finish point which will be Sidmouth where we can find our own refreshments. Numbers would be appreciated.

On **Saturday 4 June, Dawlish and Teignmouth Town Councils are having Jubilee car shows at The Lawn, Dawlish and at the Den, Teignmouth**. Individual entries but it would be good to have a great entry from TSSC? Enter fast as places get booked up.

The BIG announcement is **Mk2 Triumph Tour of Devon** which will take place on **Sunday 4 September** - so mark your diaries now for what promises to be a very special event with some tweaks from our inaugural event of last year.

We have just heard from the organisers of **Powderham Show**. Their vehicle entry fees this year have increased from £10 to £17, with camping pitches increased from £30 to £40. Apparently this is because of a huge rise in their costs, particularly insurance. If you would like to exhibit your Triumph on our usually large Area Stand please use only our internal entry form, rather than enter direct. We will include that on a Members' email shortly and will have hard copies at meetings. We need C5 envelopes to accompany your entries too, so that we can send out your passes when they arrive. I guess all our costs are increasing, fuel etc etc, but this feels like a real kick in the teeth.

You will have seen a provisional list of local shows in our emails, and we have given contact details for as many as we have to date.

Do make sure you check your in-boxes for our emails as we know they sometimes go into Junk folders! And of



Devon North - Essex

course, our Facebook Page TSSC Devon is regularly updated.

Spring is springing and the birdies are singing - hopefully in tune with our 4, 6s or 8s.

DEVON DIARY

Sunday 6 March Run from House of Marbles, Bovey Tracey to Sportsmans Arms

Wednesday 16 March Club Night at the Claycutters Arms, Chudleigh Knighton

Sunday 3 April Breakfast Meet tba

Sunday 24 April Drive it Day run to Sidmouth from Bernaville Nursery

Sue, John & Nigel

Devon North

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This is the first North Devon update for a while, due mainly to the timings of meetings versus magazine deadlines, and a lack of much activity over the last couple of months.

With March here, we can look forward to lots of events in the coming months, and I believe Sue will be putting a list in the main Devon article. Look out for details of other events in the coming months, as we have some additional ideas too.

In January we did not meet in person due to the high numbers of COVID cases in Devon, but on Thursday 3rd February we returned to the Crealock Arms for the first time in 2022.

Present were Alan and Janet, Mick and Sue, Malcolm and myself, and we were delighted to be joined by a new face. Steve Bentley is from Torrington and has two Herald 13/60s. He is about to re-join the club having been a member a few years ago, and is hoping to get one of the Heralds back on the road this year. We look forward to seeing him at some of our events, and he seemed keen to come to the next meeting at the Crealock.

Unfortunately Darren was unable to join us due to an accident with a grinder. This is a cautionary tale for all of us. His injury will heal but required hospital treatment, and Darren is very experienced. It just takes one lapse in concentration for these sorts of accidents to happen, so whatever your level of experience, I urge you to be cautious, respectful of any tools or equipment you are using, and to make sure you have the right safety equipment if you are doing any work on your Triumphs.

Now is the time of year to think about taking your pride and joy out of hibernation, dusting off the cobwebs and making sure everything is serviced and ready for use. Malcolm reminded us at the meeting that we should check all

fuel pipes carefully as they can become brittle even if the car is not being used, due to the ethanol in modern fuels. It's worth an extra check and if there is any doubt, you should replace the rubber hoses with ethanol-resistant ones. Even these deteriorate in time so you should check them as a matter of course every couple of years. The club shop sells high quality, ethanol resistant hose in the correct diameters for all Triumphs.

The next North Devon meeting will be at the Crealock Arms, EX39 5HN on Thursday 3rd March any time from 6:30 PM.

Andy

Essex

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FB - [Triumph Sports Six Club Essex Area](https://www.facebook.com/TriumphSportsSixClubEssexArea)

Mike. 07860 708356

Our first Club Meet of the year was at The Old Windmill, South Hanningfield. My GT6 was still not on the road so Sue and I went in our electric car. It was a good turnout, 17 of us for lunch, the food was very good. It gave us a good chance to catch up what we had been doing since our last club day and we spoke about suggestions for several places and weekends away. Sue and I went to The Brooklands Hotel and the museum for New Year which turned out to be a really good weekend, this was arranged by Scenic Car Tours.



The one weekend that we were keen to arrange was Essex Area weekend to Market Harborough and a tour of HQ in Lubenham which will be from Friday 22nd April to Sunday 24th April, we will be staying at the Premier Inn, Market Harborough and we have arranged with Angie on Saturday 23rd (St Georges Day) for a buffet lunch at 12 noon, before the tour. If any other TSSC Members from other areas would like to join us let Mike know.

We have started a donation and sale of Triumph parts for Essex Members and it gave us an opportunity to give the



Essex - Gatwick

Essex Continues

gt6 a run out on a sunny Saturday to the Colchester area to drop these parts off to Members then on the Sunday we went to Little Easton Manor for their breakfast meet and Tony and Caroline turned up so had a coffee with them. A local member called Alan also came and spoke to us, he has just sold his Vitesse and Herald and now looking for a new project.

Update on my GT6 - I had to rebuild my carbs to bring my car back on the road and I took it to a Company which tunes up Classic racing cars called A T Speed racing they were very knowledgeable on Triumph's, not cheap but well worth it to get the car back and running correctly of a high standard.

Update on Robin's Herald - For some the winter is ideal for some tinkering, for me replacing the auto box for one I am rebuilding as mine sometimes loses drive if you are sitting



in stationary traffic also now the engine is 30 years old I'll refurb the head and replace the water pump and cam belt at the same time, replacing the fan as the old escort one sounds like it needs retirement and I'm sure a dozen other jobs, it's great that the bonnet can be removed. Next was to tackle removing the engine so I can change the gearbox, checked the compression before I removed it a very healthy 160-175psi not bad for a 30 year old engine. Fitted a new larger gearbox oil cooler.

Update on Emrys TR7 - Currently I am in the process of preparing the body for spray painting, if I can find a good spray paint outfit at a reasonable cost. I have welded the



headlight panel in place and some clean-up/bling to the engine compartment.

Up & Coming Events March

Sunday 6th - Classic & Interesting Car Meet - Little Easton Manor CM6 2JN - Book online on their events page by RSVP

Sunday 13th - Essex Area Tinkering Day - Contact Mike for details April 2022

Sunday 10th - Essex Area Club Day -12noon at Passing Thyme Cafe, View Garden Centre SS11 8SJ

Mike

Gatwick

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Hi all, Keeping well I hope. We had a fairly small gathering on January's meet, but we put our time to good use by discussing future events & organising a lunch time meet for Saturday February 12th at the Half Moon in Warringlid. A chance for us to use & see our cars!

We also agreed to setting up a WhatsApp group, so we can keep each other informed, let me know if you wish to join?

Chris let us know of a classic car meet at Bletchingly on Saturday 15th January. So on that Saturday I got up early & drove through the mist to Chris's house, where I then followed him to Bletchingly along some very twisty lanes, again in the mist! It was great having two very similar spitfire's traveling together, got quite a bit of interest.

Chris's spitfire, mine hiding behind.



Clifford's Vitesse from Surrey area, sadly with some minor damage to it's front valance. Sadly I didn't get a chance to chat to the owner of this good looking 13/60 saloon.

Finally there was Trevor Collett's beautiful Herald estate.



There were so many different classics there it made it a real treat after the lockdown period, plus there was a good gathering of Triumphs.

I've finally finished the rebuild of my spitfire's front suspension, all ready for the summer!



IOW weekend is fast approaching & then we have the Southeast Meet at Leatherhead. Both are great events & are a must for any keen triumph owner, so come lets go! There is also the Restoration Show at the NEC starting the weekend of 18th March.

And finally, here's a picture of my spitfire with her top on ready to go out in all weathers. She's been complemented on her stripe, apparently very fetching! Next meet is at the Red lion in Turners Hill on the 8th Mach. See you soon



Tony



Gloucester Herts & Beds

Gloucester

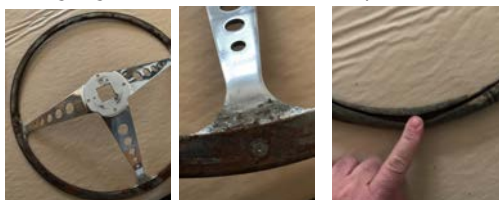
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Hello everyone and I do hope you have all been well and enjoyed another month, doesn't time fly past. We are now into March and yet to see a break-through with some better weather. The salt is still lingering around on the roads, stormy wind and rain...hopefully some nicer weather on the way. With some break through spells in weather it is nice to be able to get out and about and to do some nice runs. For all of us who went to the Club Night at the Fromebridge Mill last month, I personally think it was a success and so what did we all think? I think it is certainly a nice venue to hold the Gloucester Area meets with it's ample sized car park (thinking about the hot summer evenings), good food and drink, spacious interior and certainly serving drinks past 8:45pm! A big difference to where we have been going and I must say the Vitesse hand dryers are fantastic.

We've all been busy on our cars...I continue to do work on the Vitesse with the dashboard and capping's back now from the local cabinet makers after restoration...looking stunning in the deep mahogany burred finish, re-fit commences later this month along with lot's of other interior mod's and electrical upgrades, Gareth's Herald is getting some pampering treatment and Paul has been busy getting his seats re-trimmed for his Bond GT4S. Myself and Paul took a trip up to Cliff's workshop to take his front and rear seats for his red Bond. The front being later MX5 seats and the rear's being the standard Bond seats. Cliff with his wizardry managed to totally restore the rear seats with new marine ply bases, rebuilding of the springs and covered in a lovely textured finish. The front seats now have leather trim along with heated pads complete with two settings so very posh indeed! Almost too good to back in to the Bond so I suggested he use them as living room seats but I'm still waiting for a reply, right Paul? :-)

On another note, I have had my Triumph Formula steering wheel do something quite scary, it decided to give up at the rivets on the bottom spoke and came away from the rest of the steel radial rings and managed to rip through the freshly trimmed leather! Luckily, I was only trial fitting it in the garage but could have been catastrophic under driv-



ing conditions. Over the decades what has happened is that the aluminium alloy spokes have reacted with the steel radial rings and have caused the aluminium to oxidise and the integrity of the rivet and weld holding it on completely broke away. I had only just finished polishing it with Autosol

when it happened, some of you may think I over-polished it but I can assure you that wasn't the case! If you've never had a steering wheel apart then under the leather trim (in my case, some are touch plastic or bakelite) lies a plastic flexible membrane which you then stitch your leather onto to make it tight on the fabric. Removing this plastic membrane will expose two steel radial rings of which the spokes of your wheel are sandwiched in the middle of these rings and then riveted on followed by a spot weld. Over time with dissimilar metals, they oxidise and of course this is a point of failure. It has been a huge eye-opener for me knowing the potential safety hazard of such design and so nowadays we don't even look at the integrity of steering wheels, just give it a quick wipe and away you go. The wheel has now gone to the aluminium fabricators for it to be repaired and then will go to Redditch for a nice fresh coat of chrome effect silver powder. Hopefully some restored photos in the next edition. When these kinds of steering wheels or accessories were manufactured back in the day it was probably the thought of "it'll do it's good enough" as they probably thought back then that these cars would have been on the road for another number of years before being scrapped along with everything that had been fitted. Check your steering wheels for strength and integrity!

There is the **Practical Classics Restoration Show on at the NEC between March 18th - 20th**. Great event to go to, hopefully see some of you there. <https://www.necrestorationshow.com>

Take care everyone, stay safe and see you all soon.

Keep them running smooth on all 4 or 6!

Costa

Herts & Beds

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Hi Folks not much news as the season unfolds if you get this early the next Pub meet at The Raven Hexton is Feb 28th then following March 28th and April 25th, as the Frogmore Paper Mill has had a fire.

Our Blow the Cobwebs run will have to change to a revised venue and date TBA.

Well back to the Raven at Hexton for 2022 has worked, the staff are now on the button and attentive, they were expecting us and I have not heard of any problems with the bar service. 29 attended the Pub in January, it was a busy back room, a little too warm for my liking but everyone seemed happy we were back and more local.

Thanks to all who contributed to raffle, and yes we realise shifting smellies and plates is not everyone's preferred choice, think as we use prize stock up we will concentrate on chocolates and booze ...always the preferred choice, we learn as we go, think it was almost a record collection



Herts & Beds - Isle of Wight Leicester & Rutland

Herts & Beds Continues

so thanks for being so generous.

There are a number of members who decided to have a meal before the group meeting so I propose to get us all together that book as individuals but add in the comments "triumph car club" so the girls can sit us all somewhat together.

We don't eat there every time, it's as and when deal but we can start a sort of diners club pre the meeting, probably seated around 6.30pm, if that's an idea let me know we can try and pull this together, details of the Cobwebs Run 20th March will be revised once we have a new plan and a list of outings has been circulated to all regulars.

Some dates will be revised so as to avoid a clash with the TR meetings of the third Sunday's as they support us, we should appreciate that when devising outings.

Here is a revised outing and drives listing

**FEBRUARY tbc ADHOC OUTING FOR
COFFEE/LUNCH/POT PLANT (PETER)**

**MARCH tbc BLOW THE COBWEBS OUTING
WITH VISIT TO FROGMORE PAPER MILLS (BARRY)**

**APRIL 24TH DRIVE IT DAY TRIP TO BENTLY
PRIORY MUSEUM (PAUL)**

**MAY 29TH OUTING TO VISIT THE DeHAVILAND
MOSQUITO COLLECTION (MARTIN)**

**JUNE 9TH OUTING TO BRESSINGHAM COLLEC-
TION/MUSEUM/GARDENS /RAILWAY**

**JULY 31ST OUTING TO FAWLEY HILL COLLECTION OF
ROBERT MCALPINE (PETER)**

**AUGUST 4TH ADHOC OUTING FOR COFFEE
/LUNCH/PLANT POT (PETER)**

**SEPTEMBER 4TH DUXFORD ALL TRIUMPH DAY
OCTOBER ADHOC PLAN NO DATE**

NOVEMBER NO PLAN

DECEMBER CHRISTMAS DINNER TBC .

**PLACES OF INTEREST TO MAYBE FIT IN WHERE POS-
SIBLE OR NOT LEIGHTON BUZZARD STEAM RAILWAY
MALDON ESTUARY /PUB LUNCH ETC
THE FISH AND CHIP RUN**

Peter
and team

Isle of Wight

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March already, daffodils everywhere and soon the clocks will change.

We have been out enjoying our cars with another Saturday brunch run done, it is lovely to see everyone again. Keep watching Facebook and your emails to see where we are meeting; suggestions gratefully received, classic cars not a necessity and all friends and family welcome.

Plans are coming on for our Triumph Weekend, we are excited to be starting at our new venue, The Waverley in East

Cowes, a new bar and terrace to try and food on site which will be a welcome bonus. The Entertainment Booking Form should be available if not yet, very soon. We will be in contact with those that carried over their bookings from 2019, we haven't forgotten you!

Happy Motoring!

Tracy & Elaine

Leicester & Rutland

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Hi All. So nice to see so many of the Leicester & Rutland Area supporting the Derwent Valley New Year run and what a nice day for it too. Instead of our January meeting we started the year with a great turn out for our area skittles night with 21 people competing, great turn out, great fun and good food. Jan took first prize as the overall winner closely followed by Mike Hicky and Mike Mayfield in joint second place.

February's meeting was all about planning some of the events we would like to attend as an area.

While I appreciate many members wish to do their own thing sometimes booking events as a group does have its benefits, ie cheaper admission prices to some of the bigger events.

With that in mind I have made a group / area booking at this year's **Donnington Historic Festival at Donnington Park on the 30th April & 1st May** and at the **Classic Wheels event in Oakham, Rutland on the 22nd May**.

There will be limited places on our pitch at both events and it will be cheaper admission, so if you are interested get in touch early. We will this year be visiting the **Bubble car Museum in Lincolnshire** and for those who wish to camp we will be there from Friday 3rd June until Sunday 5th for those who do not wish to camp maybe you would like to join us for the museum on the Sunday (bring a picnic). Our very own **Sunshine Rally** is booked for the week-end of the **5th to 7th August** this year so look out for the booking details in your Courier. Many of the area will be attending the **International at Stafford** this year and as an area we have also booked a weekend away in the **Cotswolds for Friday 16th to Sunday 18th September**, we will be staying in an old **Coaching Inn at Stow-on-the-Wold** the hotel only has ten rooms and we have booked them all, we will be taking over the hotel and it should be a great weekend, including a guided tour of the Hook Norton Brewery.

We are also looking at a steak night, fish and chip run and a day at the races. For those who attend the meetings on the first Tuesday of each month most of you will have all of the details of these events and more, if you live in the Leicester or Rutland Area and do not attend the meetings but would like to know more please do not hesitate to get in touch, text, phone or email.

Best regards,

Dave.



M25 East - Newbury

M25 East

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Hiya Folks, well this is the month that things should start warming up...hopefully. Time to get those cars dusted off and ready to go. Luckily we have our 'Tinkering Day' later on this month for all those last minute jobs. All are welcome to come along even if your car doesn't need anything doing, or even if it's still off the road just come along for the banter and cake.

On the day the main services being administered will be trunnion oiling and greasing of nipples (oooer Missus). But if you've got any other small jobs or problems that need sorting out there will be enough brain power around to overcome most things.

I think by now you should have received most of the show forms from me, there may be a couple more. You should have all received them through emails, you can also find them on our Facebook 'files' page. Or just contact me. Is anyone else up for going to the Laon Historique in June? This is a fantastic event in France that we've done a few times before. Lots of driving through beautiful countryside, lovely restaurants and a great adventure. There's 4 of us signed up and another two possibles at the moment. If anybody fancies joining us just contact me.

We've just recently got the booking form for this years Northants Camping Weekend and in case you don't know the theme for the fancy dress this year is Witches and Wizards. The last couple of times we've been the themes were Cops n Robbers one year and Hawaiian the year after. We thoroughly recommend this one.

It doesn't look likely that anyone from our area is going to the Silverstone Classic this year. I think it's a case of the fact that we've done it year after year for a while now plus our preferred campsite has shut and added to that they've changed the dates to the August Bank Holiday. It looks like we'll be sticking with the Hellingly Festival of Transport Show for that weekend.

Hopefully you all enjoyed our first meeting at the new pub last month and will join us again this month. Monthly meetings are relaxed affairs, Triumphs optional, come along for a bite to eat or just a drink. Everyone is welcome - we always like to meet new members.

Unfortunately I've got to end this months write up on a sad note. Our good friend and TSSC stalwart Phil Wilson sadly passed away at the beginning of February. Phil was a font of knowledge of all things Triumph and was always ready to help anyone with either advice or a bit of spannering. He was a long serving member of the club



and did two stints as Herald Register Secretary and then took over the reins as Stag Register Secretary.

For those of us that knew him we will always remember his cheerful nature and miss his corny jokes. Our thoughts, condolences and best wishes go out to his wife and family. The photos this month are all of Phil doing what he loved best.

That's all for this month, see you all at Tinkering Day -

Events this month - Sunday 20th - Tinkering Day

- Sunday 27th - Monthly Meeting

John

Newbury

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Christmas and New Year festivities ensured members were 'well oiled' and ready for whatever January had to offer.

As snowdrops marked the ebb of winter, cars were gently aroused from their hibernation and checks were made to ensure they too were well oiled, in preparation for the spring.

The weather certainly warmed up a bit towards the end of the month, which enabled work to begin.

Dave got outside to carry on with the work on his Herald, fitting a new oil pressure gauge. There is always a sense of concern when you first start up an engine of unknown condition, after an oil gauge has been fitted. What will the meter say? Perhaps, "Wow! What a cracking little engine",



Newbury - Norfolk North East

Newbury Continues

or, heaven forbid, "Woe! This little engine is cracked". Some say "Leave well alone and don't fit the gauge, what you don't know can't harm you". But I am pleased to report Dave's oil pressure was well within specification. Well done Dave!

Dave also managed to fit a radiator overflow bottle. These were not normally fitted to Herolds, so I guess this modification represents an improvement on the original.

Nigel was another member checking on his oil pressure, having kept it under wraps for the winter. He was pleased to report that his TR7 started first time and came up to temperature without a problem.

However, he did notice that the oil looked rather dirty. Note to self: that will need to be changed with a new filter and coolant flush before the summer. Good spot Nigel.

Despite this, Nigel was really pleased to see his old TR. Having spent the last 13 years together, they have clocked up 25,000 miles. That's commitment!

Anyhow, as I write this update, we are just a couple of weeks away from our first meeting of the New Year at the Craven Arms (23 Feb). Having cancelled the last one due to Covid, it will be great to catch up with folk once again... 'oil look forward to that' (my apologies!).

Robin

Norfolk

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Paul. 07584 000442



As news of the Omicron variant began to be less worrying, and restrictions less severe, TSSC Norfolk had a busy January. Our New Year Run was well attended, with 14 classics taking part. Using the tulip route originally planned for 2021 but cancelled thanks to Covid, we met for a chilly 9.00 start from Dereham Market place. The 50 mile run took in

Swanton Morley and the old runway at Deopham Green (usually a good road for some foot down driving, but today unfortunately curtailed due to a lady and her horse) then continued along the A11 to Spooner Row, before taking a circular route around Old Buckenham for some Triumph spotting. It finally crossed a ford just before arriving for brunch at Peter Beales Roses. Yet again the restaurant did us proud with lovely food and great service as the staff coped brilliantly with our group of 28.

Three Triumph clubs were represented with 14 classics including three big Triumphs, a Vitesse, a Herald, three TR4s, a TR3 and an MGB. Most popular was the TR7/8 with four.

The following day we had a great turn out for our first monthly meet of the year. It was great to see so many new faces - some new members and some that hadn't been to a meeting for a while - Evaldas and Tim, looking forward to seeing your 1300FWD, probably the rarest car we have in the group, Kevin, Jim, Matthew & Justine, and David with the only Triumph in the car park, who received a "Use Your Triumph" incentive sticker - a new TSSC Norfolk area windscreen sticker. These were also given out on Sunday's run, a little incentive to get you in your Triumphs (just in case you need one). It was decided at the meeting to put these up for sale for £3 to those that want them and can't wait until they come to a meeting with a Triumph. Let me know if you'd like one.

This was also the first meeting we introduced the voluntary £1 meeting donation. Anybody that is happy to drop a £1 in the box will get a raffle ticket for a draw at the AGM later in the year.

Next meeting is 8pm on Monday March 14th at the Swan.

Our next run out is a Scatter Treasure Hunt for Driver It Day in the afternoon of Sunday 24th April.

More details to follow.

It's been a while but we are aiming to have a TSSC Norfolk representation at one of the local shows this year, probably **Helmingham Festival of Classic & Sports Cars on Sunday August 7th**. This will need to be pre-booked to confirm numbers so please let me know if you'd be interested in joining us.

Are you receiving our regular emails? If not check your junk folder (or Promotions folder in Gmail). If you're not getting them then please let me know and I'll make sure you're on the list.

Paul & Christina

North East

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It was nice to see a couple of old familiar faces at the Traveller's rest in February, Andy was there without his sidekick, and it was nice to



North East Northern Ireland

catch up, he should by now have his insurance claim on the GT6 finalised, and hopeful get the car all sorted for the upcoming season.

Mr Fish arrived all wrapped up as if he had just come from the Artic, well his car did have some snow on, so it must have been cold up on the moor at Bowes.

Things are starting to get back to normal now, so we have a few events that can be added to the Calendar.

First event that is planned will be on **Drive it Day which is on the 24th April.**

In the past we have joined up with the Durham MG club for the hills of the North run, but have been informed that the MG club is no more, so we will have to arrange our own run out, more to follow on this, but a run down into the dales looks more than likely.

Depending on the weather we will probably have a run out before that date, if your on my mailing list i will keep you informed of any updates.

Upcoming shows

Washington restoration club are holding an open day on the 8th May, its a all day show and if you just want to visit I think there is a £3 entry fee, but free for exhibitors, but you would have to be there all day.

Teesside Airshow, Teesside airport on Sat 11th June, you need to book in for this one, just visit the Teesside Airshow web site and register your car entry is free for car and 2 passengers (normal entry fee is £10 per head plus car parking) you need to arrive by 9.30 am and would not be able to leave until 5.00, There should be a host of other attractions to see as well as all the classic cars on show I know a few have already booked for this.

The following day is **Morpeth fair 12th June.** Up to now we have about 10 cars registered for the parade, if you need to attend please contact me or Joe Grundy who will add you to the list.

We have other shows in the pipeline for later on in the year, but no confirmed dates yet.

It looks like our planned trip to the Laon classic will have to be postponed until 2023, because if we attended we would only have 3 weeks before we returned back to France for the Le-mans Classic, and in between we have a couple of other shows, so that will be one for next year.

On the car front Joe has a oil leak on his freshly restored gearbox, looks like it is from the speedo drive, a easy fix but he will have to remove all the interior to get to it,

Mr Russell is going to have to get some welding done on his GT6, after removing the bubbling underseal in the rear wheel arches revealed a Honeycomb of corrosion, oh the joy of old cars

After replacing all the ignition system on the GT on the test drive my exhaust started to rattle on inspection the mountings had perished and broke loose

so needed replacing, so i removed the whole system and modified the mounting position to make it a bit stronger and to get the system a bit higher to give me more ground clearance. Crack on with your cars and lets get back to normal service.

Geoff

Northern Ireland

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Bit of luck some might say that you are reading this report at all. As has become the norm in this family I ring my brothers, Eddie and David, late on a Sunday evening. Whilst in conversation with my brother Eddie in Scotland he happened to mention my monthly Triumph reports and, low and behold, I had forgotten all about the March issue that had to be with Bernard, the editor, by Tues 8th. So, you can thank or blame him for this edition, whichever is the case. Like all winter months that have been quiet for the club, January was no different and we were even unable to hold our January area meeting due to accommodation problems at Nortel. Clearly, we will have to iron that out for the future. Heather has just reminded me that I wasn't to talk about the Hogg family again but, needs must as there is little else to talk about - sad I know!

(On the car front Simon's GT6 has now finished its visit to Gavin (M) and Sam at Newtownards where there were quite a few jobs that needed to be done. Whilst Bert (G) had done a lot of the major work to the car over the years it needed a bit of, as you say, fine tuning that required some of the following and a little more. All the plugs were replaced with NGK BPR6ES, the fuel hoses were replaced as originals were not to spec, due to the time the car had been under repair and construction, as well as the electrical and fuel system overhauled, and everything balanced. As Bert had previously mentioned a problem with the wiper motor as well as concerns with the light connections and other electrical problems with the car a new wiper motor was fitted. The old one was rusted solid and as a result had caused the wiring to melt. The lighting was sorted with the replacing of connections and adjustments to the system that thankfully didn't require too many parts. As the car had, as mentioned above, been some time in the restoration stage the fuel tank was removed and cleaned with the fuel tank level sender unit being replaced at the same time. The seized speedometer cable was replaced as was the broken speedo angle drive that had been caused because of the seized cable. To add to the cosmetic look of the car the dashboard was re-assembled, the front spoiler fitted and then the interior removed and refitted and a bit of paint correction from Sam, on the outside! In an attempt to keep up with Alan (F) with his musical horns in the Vitesse a set of air horns were fitted and wired to two-way switch with an aluminium control panel machined, fitted and wired to enhance the inside look and in keeping with the rest of the car. Clearly the single horn will not be a match with Alan's system but, at least, it will be a start for Simon.

To his credit one thing Gavin was very clear about was the



Northern Ireland

Northern Ireland Continues

good condition of the brakes that required no adjustment at all. All that needs doing now is sorting out all the paperwork and records although taxing the car was, for once, quite easy, even though it was returning to the road from SORN. Whilst we already had a V112 in our possession and produced it, it wasn't asked for at the Post Office. I think that this was due to the fact that the car was already registered by Bert as an Historic Vehicle in their records - time will tell though. A big thank you to all concerned in bring this GT6 back on the road again.

Have been in contact again with my Triumph friend in Wimbledon, London, Gerard Guerrini, in relation a number of posts in the Daily Telegraph in early January about the Triumph Herald. I add a few of the posts and a bit of the background. "The car that should have been

doomed - but became a classic". The Triumph Herald and its many quirks are still held in great affection by motorists and within the club here. Known for its doors flying open and wheels that leant alarmingly towards each other going round corners, a Meccano-like chassis with a love for rust and engines that would struggle to pull a pram. Objectively, the Triumph Herald should have failed - yet quality, reliability and performance aren't always markers of popular cars.

And although its rivals were better on paper, the Herald defied irrefutable deficiencies to become an adored classic. "The turning circle rivalled that of a London taxi, and its cornering characteristics at speed were interesting," said Barrie Bain of East Sussex. Robert Brown of Lancashire wrote in agreement: "I owned a Triumph Herald many decades ago. She was my first love. On cold winter nights I would keep her warm with an old mackintosh thrown over her engine under the bonnet. Perhaps it was this that protected her from a thief one night. She was driven off our drive onto the road but steadfastly refused to go any further." "I had one of the early Triumph Herald Coupes," stated D Seal of West Sussex. "It made me late for work because, having parked, I would be beset by pedestrians asking me to open the bonnet." Ruth Bennett of Southampton lamented the bonnet: "A bump or pothole in the road could easily spring both locks, caus-



ing the whole front to lift. I often steered with my left hand while leaning out and holding the bonnet down with my right hand." While such flaws might have sunk lesser models, the Herald has always punched above its weight. Its popularity and longevity are thanks to its pretty looks and the character imparted by being born from a little company, Triumph. Featured frequently in film and television with women behind the wheel, roof down, silk headscarf flapping in the breeze, the Herald was one of the first sports cars that tapped into a female audience. It appeared in the 1967 version of James Bond's Casino Royale, The Persuaders,

The Avengers, The Day of The Jackal, Heartbeat and Last of the Summer Wine. One even featured in the closing ceremony for the London 2012 Olympics.

Drive my car: John



Lennon at the wheel of his Herald in 1965.

All quite remarkable considering the car really is style over substance. Underneath that bonnet, the Herald used technology that even in 1959 was outmoded. But imaginative design and engineering turned around what could have been a massive drawback. Originally it was to have had a one-piece chassis and body - as modern cars do. But a fall out with the supplier meant Standard-Triumph had to resort to Plan B: a chassis underneath with panels bolted on top. This meant it could produce several body shapes around the same base - from convertible to two-door coupé, estate to panel van - appealing to a broader audience. And so, the Triumph's more obvious failings were overlooked. Initially it had a puny 948cc engine. When Motor magazine tested it in 1959 it recorded a top speed of 70.9mph. The 0-60 acceleration was better measured with a calendar than a stopwatch. But Triumph persevered, updating and upgrading. That meant more powerful engines and the luxury of an improved steering column that collapsed in crashes, rather than impaling the driver.

The Herald's flexible old-fashioned build always made cornering a lively affair, even with the uprated suspension, even in 1962, when the sportiest Vitesse model was introduced. And if the chassis flexed and the latches weren't having their best day, there was every chance the doors could fly open. But gauge the Herald's success by how many are still around. There are 2,812 still registered in the UK compared with just 2,580 Anglia's. Its tale is indeed what you might call a Triumph. Doomed to fail, it became nothing short of an enduring success. Thanks, Gerard, for bringing the article to my attention. So those of you within the club who still have one, "drink" to their continued success.

Well, that's about it for this month and hopefully there will be something more in-





Notts Peterborough

teresting for you in next month's Courier. What is there to look forward to? If all goes well, we will combine our area meeting with our **Area Dinner to be held on Sat. 19th March at Ballyrobin Country Lodge at Killead, Aldergrove** at 7.30pm. It would be nice if we could all bring something for the club raffle, should you wish to take part, no pressure to do so I might add. By the time you read this you should have already been aware and, hopefully, booked. Our first run of the season is on **Sat 26th March in the North Antrim** area, meeting at the Park and Ride, Dunsilly, Antrim. That's about it for this month so in the meantime until we all meet again keep safe and well and, get those Triumphs back on the road again and to a meeting or event!

Douglas.

Notts

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Tel. 07976 163006

We had our monthly meet up at Stags but chilly but after a latte and pizza we warmed up at the Stags. Little John classic car group organised a run out to Shardlow marina on the Sunday and invited us and a few of our members went for a nice steady run down the M1 meeting at junction 27, where normally the boy racers meet up on a Sunday night it was the oaps turn to show how it's done at 50 mph down the motorway down to junction 24A towards Long Eaton. Then off to Shardlow for breakfast. We had the pleasure of Ian and Jill Smith in their not so Triumph but Jaguar and Dave Langrick with his Triumph 2000. And myself, Nigel and dad Paul went in our comfy armchair new classic Jag XJ8 for breakfast. Looking out over Shardlow marina with blue skies and sunshine but cool. A variety of classics were in the convoy. Thoroughly enjoyable day.

Myself, Nigel and Paul went on later to the Notorious auto jumble at Newark where we saw Roger's well loved Triumph Spitfire and a few bargains to grab as we were a bit later going but managed to bag a few bits.

So an very enjoyable day.

On Sunday 6th of February we had a drive to Ruddington heritage centre met with other classic car groups had another tasty breakfast and a look around the centre where they restore steam and diesel trains also coaches. A great day out for families with a miniature railway great cafe and lovely park and walk around the country park.

We are looking to do a few more runs out over the next few months so if you have any ideas let us know.

Keep a look out on our Facebook page for information.

We hope to see you at events around the country.

We will be attending the Practical Classic car show at Birmingham NEC.

Our next Wednesday get together is on **Wednesday 16th March at 7pm**. Hope to see you there. Will be nice now the lighter nights are drawing upon us. And the weather hopefully starts to be better, spring is around the corner. Keep those wheels turning and see you all soon. Regards

Nigel @ Di

Peterborough

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In February we again met-up at The Gordon Arms in Peterborough. It's starting to look like The Gordon Arms in Peterborough will be our new home. The meeting proper started at 7:30pm, with a pre-meeting meal starting at around 6pm. There were (I think) 12 of us eating, so the room booking fee was again waived.

We were pleased to see Chris Gunby at our meeting, and he encouraged us to be a bit more proactive with the club, so we'll try not to disappoint. We talked a fair bit about the Carbon Capture scheme which Doug is currently promoting, and everyone there confirmed that they thought that it was generally a good idea, and intended to also join the scheme. We were sad to not see Neville Wright at the meeting; apparently he's undergone a spot of surgery recently, so we wish you well Neville.

We also welcomed our newest member - Bob Warner.

We'll be at **The Gordon Arms** again in March, and this will be back to the 2ND Monday:

MONDAY MARCH THE 14TH 6PM for food, 7:30 pm start

As a quick reminder:

Future Events

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.

Now this, from Doug:

The Peterborough Area of the TSSC are off on a trip to see, hear, smell and experience the Lancaster Bomber 'Just Jane' at the Lincolnshire Aviation Heritage Centre on an original wartime airfield at East Kirby in the summer.

The charge will be a discounted price of just £7.50 per person (if sufficient numbers) and this is the only place in the country to see a Lancaster Bomber on an original wartime airfield, and ride in it! (pre book only). Including, original Control Tower, welcoming NAAFI and an emotionally evocative Memorial Chapel containing the 848 names of personnel who gave their lives from this airfield. We will be attending when the Lancaster Just Jane is due to do some taxiing runs. I can assure you that the sound of 4 x V12 27lt Merlin engines running is a sound you will never forget - and when you think about was achieved by them and their very young crew members, very proud. We will be promoting the Tree-V Scheme on this run with stickers on our vehicles and promoting the event accordingly in The Courier and locally.

This run will also see the TSSC Peterborough area running



Peterborough Scotland Central - Somerset

Peterborough Continues

cars registered with Tree-V on their Carbon Balancing Scheme to ensure our emissions are balanced out through the planting of new woodland here in the UK. This is an exciting project as it aids the reforestation of the UK and sees the creation of valuable new habitat. The FBHVC purchased their first 1000 trees in November in their partnership with Tree-V which will capture 300 tonnes of carbon. Registering your car through the FBHVC for a year will cost up to 750 miles (£20.00 per annum), 1500 (£30.00) or 3000 miles (£48.76).

A journey of 20 cars from Peterborough to East Kirby and back (100 miles return journey and at 30mpg equates to 2000 miles travelled and can be balanced with 0.72 tonnes of Carbon captured with 2 trees planted. So we will be doing our bit for the general environmental credibility with Carbon Capture, the climate and a creation of new habitat for insects and animals.

We can do 1 of 3 responsible things :-

1 Register our individual vehicles on <https://trees.fbhvc.co.uk/> to cover the vehicle for 12 months and have a sticker to help explain what you are doing it for.

2 We can calculate the number of cars registering for the trip (not individually registered with the FBHVC/Tree-V scheme) and then calculate the carbon capturing and charge per vehicle. Bit more work for the organiser here.

3 Not do the trip.

An additional charge will be made for a guided external tour of the aircraft. A menu from the NAAFI is available and the museum is free and there are historic vehicles on display too.

The contact and further details are available from Doug Balderson on doug@dbagri.com and mobile no. 07860 415950.

Charlie

Scotland Central

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www.tssc-scotland.org

FB. www.facebook.com/groups/TSSCScotland

I am writing this after just returning from a very well attended Club meeting in Glasgow where we had 14 members in attendance. Hope to see you all again on the 3rd March and if you're in the area why not pop in and join us for all things Triumph. We have a forms in now for a number of shows and have to complete application forms in the next few weeks so if you wish to attend please let me know and we can put your name down. **Glamis Castle Show is on again this year on the 9/10th July** with camping onsite available from 10am on the Friday Morning, Saturday has a regularity Run and Sunday is the main show, for those of you who want to dress up there is a Period Dress Parade - a special prize for the vehicle with the occupants dressed in Costume of the same era

as the Vehicle,

There are quite a few cars for sale in our club area at present and if you are looking for anything in Particular let me know and i can pass on your details,

For those of you on the east coast we have started our meetings again at the Hawes Inn south Queensferry on the second Monday night of the month,

Plans in Place are as follows , Drive it weekend - Edzell, Millport in May, Thirlestane castle in June, Glamis Castle in July and The TSSC interclub event in Stafford in the middle of August,

Regards

Dave

Somerset

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We have written ten monthly courier reports in our time as Area Organisers and this is the first month that we are stuck about what to write about. We'll give it a go but don't expect too much.

It's the beginning of February as we prepare this report and the first show entry form has shown itself. It is for the Steam and Vintage Rally and Norton Fitzwarren on 6th/7th August. We have sent out details and entry forms to all Somerset members and are waiting for the forms to come in.

We made a commitment at the beginning of the year to keep an event list up to date and distribute it monthly. The February version has just been sent out.

We have yet to decide which shows this year we will be attending officially as TSSC Somerset. We should know soon and we will communicate it to the members.

We have our AGM tomorrow on 10th February. Part of that meeting will be the election of officers. We are happy to be AO's in 2022 so hopefully we will be re-elected.

We still haven't done anything with the Vitesse this winter. It is currently stored in a 20-foot shipping container on a farm a mile from home. It seems to be OK there with the bonnet open and my outdoor breathable cover on it. We are just too busy doing other things. The main job is the rust hole in the bottom of the drivers door. We may just give it to someone else to do as we don't want the car to go through all of 2022 with that ugly rust hole.

Monthly meetings are on the **second Thursday of every month at the Knowle Inn near Bridgwater, TA78PN** starting between 7:30pm and 8pm.

Alan & Denise

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



Southern - North Staffs Suffolk

Southern Tel. 01252 722432

Hi All, not much to report this month. We did have a very good turn out for the regular meet at the Seven stars and we have now got the venues for the roaming meets which are listed below. I have been given some show dates for the coming season but most have yet to be confirmed.

Drive it day will be on April 24th, Any route and times to be confirmed.

Up and coming events

March

1st Regular meet, Seven Stars Petersfield. GU32 3PG

20th Sunday lunch meet. The hen and Chicken,

Upper Froyle GU34 4JH

April

5th Regular meet, Seven Stars Petersfield. GU32 3PG

21st Roaming meet. The Hampshire Hog PO8 0QD

May

3rd Regular meet, Seven Stars Petersfield. GU32 3PG

19th Roaming meet. The Trooper Inn, Froxfield,

Petersfield GU32 1BD

June

7th Regular meet, Seven Stars Petersfield. GU32 3PG

16th Roaming meet. The Red Lion, Charlton PO8 0BG

July

5th Regular meet, Seven Stars Petersfield. GU32 3PG

21st Roaming meet. The Flower Pots, Cheriton.

SO24 0QQ

August

2nd Regular meet, Seven Stars Petersfield. GU32 3PG

18th Roaming meet. The Tichbourne Arms, SO24 0NA

September

6th Regular meet, Seven Stars Petersfield. GU32 3PG

15th Roaming meet. The Golden Lion, Winchester

SO23 0JZ

October

4th Regular meet, Seven Stars Petersfield. GU32 3PG

16th Sunday lunch meet TBC

That's all for now folks, Take care

Mark

North Staffs

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

Tel. 07939 603061

Hello all. I am sure you will all be looking forward to spring with hopefully better weather, the clocks going forward, and those lighter nights that enable an enjoyable evening run out.

There's not a lot to report and the deadline is short as I have been busy working on domestic jobs to keep her indoors happy before I can get back to the more important jobs on the cars, like replacing oil seals on the Stag diff, and other jobs also to see if I actually get it started as it's been stand-

ing nearly six months.

Carl has really got the Triumph bug as he has now not only added a Stag to his collection but also a TR6, I don't know much detail at the moment, but no doubt any defects large or small will be getting sorted.

I have almost completed an events list for the coming season which by the time you read this will be available on the club website & North Staffs blog.

I hope to see a few more of the members at the meeting over the coming months, I know some of you have been cautious about attending due to covid, let's hope that the need for restricting our activities is totally removed.

Again if you know of any local events that could be of interest get in touch, also if you don't receive any email updates please supply an up-to-date email address.

Next meeting 30th March (and it should be light at least when you start your journey)

BFN

Dave

Suffolk

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A good turnout for the February meeting, with 10 of us squashed round the fireplace table in the Sorrel Horse, but a frosty night still meant none of us turned up in a Triumph.

Mathew showed us some pictures of his yellow Spitfire, which is all complete and ready for an MoT. Not willing to rest on his laurels, he's started construction of a shelter for his next project, which is the Mk3 GT6. The bonnet of that car need some work on the nosecone, which necessitated the eBay purchase of a donor nose from a Spitfire bonnet. I think the seller was quite surprised when Mathew proceeded to cut the bonnet into 3 parts with a cordless grinder to get it home. Rest assured the rest of it was quite rotten.

After the collapsing Trunnion on Lightning McQueen, Brian has been considering the trunnion-less option from Canley Classics. However, with the car's front suspension all stripped down, he failed to check the lead time of the parts. They currently out of stock with the supplier, so depending on re-stocking dates, he may have to rebuild it all back up as standard.

Andrew is trying to decide what to do with his MK3 GT6. Although he's owned it many years, it's been off the road for quite a while and needs restoring. As he is trying to reduce his fleet a bit, he's not sure whether he wants to spend the 2 years or so it would take to finish, or just move it on and enjoy his cars that are on the road. (I know the feeling). Meanwhile, in my fleet I've been sorting a horrible mis-fire on the Stag under load. After a change of distributor cap and rotor arm was unsuccessful, I was convinced it was a fu-lling problem. The Holley on the Rover V8 is quite elderly, the date stamp shows it's over 30 years old, so after a partial dismantle and blow out of the jets (one pump jet was partially blocked) made no difference, I bought a new carb from Rimmers. The difference in starting and idling is much



Suffolk - East Sussex West Sussex

Suffolk Continues

improved, but the mis-fire was still there. Turns out it was the coil, it's been on the car 10 years, but being mounted about 3 inches from the exhaust manifold has probably gradually cooked it. A new coil and a different mounting location has cured the problem.

I won't be at the next meeting, as I'll be away celebrating my 50th Birthday, but hopefully there will be another good number at the Sorrel on the 1st March.

Russell

East Sussex

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During our New Year's Day "Drive Out" the eagle-eyed, always up for a good breakfast, Richard noticed a pub near Cooksbridge advertising an "All You Can Eat Breakfast". After the news of the



cancellation of the spares day in Telford had sunk in, the only way to get over the devastating news was to arrange a gastronomic breakfast, so work hastily began to contact members to see who would be interested. Originally a provisional

booking for 6 people was made but after the jungle drums had been soundly beaten 18 members in 11 Triumphs turned up. A very good breakfast enjoyed by a very good member turn out. Once again, thank you Richard for organising the day.

On our way home from the above breakfast, whilst waiting for Wendy to drop something at our son's house, a blue GT6 turned into the road in which I was parked. The driver wound down his window, surprised to see another Triumph and right outside his house as well. We chatted for a long while and exchanged contact details. The next day I received an email confirming he had joined the TSSC. So, a big welcome to our new members, Gareth and Anna and we hope to see them at the March meeting.

A much milder night heralded the second meeting of the year and we had 12 people turn up at the Halfway House pub to eat and meet. Fabulous food and good company with three partners joining us. There were lengthy discussions about Bob's GT6 gearbox; should he buy a reconditioned one or get his existing gearbox fixed? -keep your eyes on future reports for the final outcome.

Other discussions revolved around the events being held

in February, namely the SCS breakfast meet at Carats Café, Shoreham and the autojumble at Ardingly Showground. **The Cuckoo Spring Fayre at Laughton on 3rd, 4th and 5th June** was also talked about and Exhibitors Entry Forms were given out. It would appear a few of us intend to go and if anybody else reading this wants a form, then please grab me at the March meeting.

During March, the only plan is for a **SCS breakfast meet at Hill Barn Golf Club, Worthing on Sunday 20th**. There will be classic car show at **Detling Showground, Maidstone on April 2nd** and I know the West Kent Area will be in attendance.

Geoff

West Sussex

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Tel. 01403 253034

Hello, hope you're all well. January's meet was thoroughly enjoyed having dinner at the selsey arms with lots of triumph talk despite the lack of triumph at the meet due to the salty roads.

It's been a good month for me and my vitesse, I enjoyed a successful drive out with my recent rear disc brake conversion. But the highlight of my month was my new wheels and tyres arriving, as soon as they arrived I was back in the garage fitting them and I'm very pleased with how the car looks and drives.

Morgan also enjoyed a drive out in his vitesse to rustington, to blow off the cobwebs after sitting under the car cover for a little over a month. The roof was down and billy the dog went along for the ride.

John has been having trouble with his Spitfire recently. Although starting and cold running have been fine, she has been misfiring when hot, at anything from tickover to full throttle.

As either electrics or fuel could be candidates, he has been working through likely issues methodically. He fitted a new coil, which made no difference, so he replaced the distributor cap and rotor arm and took her for another run. The misfire was still there, but was joined by 3 huge backfires when descending a hill, after which she wouldn't run at all!





Thames North Wales

As the picture shows, she had the decency to coast to a safe spot, but was then returned to her garage in disgrace and having slipped down the queue for attention. Checking of timing and fuel flow are next on the list.

Jess has also been making some progress with her lovely vitesse 1.6L powered herald (AYP 519H), here is a update she kindly sent to me. As mentioned AYP 519H needed a new mechanical pump this was duly fitted, but she still refused to fire up until the magic of Start Rite spray was used to coax her into life. My beloved AYP was at last going to be able to go the "ball" she was to get her front shocks fitted with new poly bushes. . Off she went, top down on a freezing cold day to get this finally sorted out and to also have the top and bottom bushes replaced on the steering wheel shaft. I had become quite used to her rather loose steering wheel, reminding me of driving something like a Series 1 Land Rover. My thoughts also turn to 2022 projects for AYP, to get my lovely new dash fitted and a replacement dash card, sorting out my heating controls which are set to permanently on, which is fine most of the time in our British weather, but it was a bit challenging in the very hot weather of the Le Mans trip, touch-up some of the paint work and repair the visors to name but a few on the never ending job list.

We'd love to see you at one of our meetings, we have a really great and welcoming group.

Many thanks,

George.

Thames

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Welcome. We had our New Years Meal on the 9th of January, at Seasons Kitchen , Lavershot Barns in Windlesham. We met up in the car park and into a glass fronted dining area, first impression were very good, so was the service and the meal that followed. I was with Julie & Alisha

Her youngest daughter, Tony & Penny, Mike H, George B, Chris C & from Southern Area Mike & Barbara. We had two Triumphs in the car Park George's Vitesse and Tony's Stag.

Everyone got to pick a wrapped present and those donated on the day and left over will be used at the next SEM at Leatherhead. Big thank you to all that joined us and to Chris C for the recommendation.

Area Meetings - 20th January. The George Inn at Wraybury. Julie & I joined Mike H, John P, Chris C, George B & Bob R for tonight's meeting. Just Bob's Herald 1200 Estate was the Triumph in the car park.

Our next meeting will be:- 1st Thursday of the month at The Prince of Wales Inn @ Esher

3rd Thursday of the month at The George Inn @ Wraybury Any enquires please call me on 07773632807.

Mickey & Julie

North Wales

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Tel. 01691 600215

Hello, everyone. Due to circumstances it was decided not to have a meeting at the Trevor Arms on Tuesday 11th January, but a Zoom meeting instead. This went very well and it does give a chance to discuss matters every month if we cannot have a physical meeting. The following week six of us went to the Trevor Arms and had a meal:- seeing that we had not attended the previous week it was nice to go along and give them support in another way, as they have been very good to us.

Julia and Alan had arranged a morning meet at Chester Lakes on Saturday 29th, and quite a few of our group went along. It was lovely to have a chat over coffee, so much nicer to actually see people, and some great banter was going around. Thanks again to Julia and Alan.

After reading the February edition of the Courier we see that Phil and Lyn Smith have said that after nobody turned up for their January meeting they have decided not to wait until March to stand down but to do it with immediate effect. It is disappointing to see this region disappear as Coventry was the heart of the motor industry all those years ago, but we totally understand and appreciate their decision. Roger trained at Morris Engines a very long time ago, and one of his jobs was building Cooper S engines for the original Mini, so he has an affinity with Coventry. We have known Phil and Lyn for many years, and we wish them all the very best for the future.

That's about all for now, but please remember that we have resumed our monthly meetings at the Trevor Arms, and if you cannot attend you can always contact us either by e-mail or telephone. In the meantime take care on the roads.

Forthcoming events:-

8th March:- Monthly meeting at the Trevor Arms, Marford.

12th April:- Monthly meeting at the Trevor Arms, Marford.

17th - 18th April:- Weston Park - Individual entries - www.classicshows.org

23rd - 24th April:- Sandbach Festival of Transport - Individual entries -

www.sandbachtransportfestival.co.uk

24th April:- Drive-It Day.

30th April - 2nd May:- Llandudno Transport Festival.
Regards,

Helena & Roger.

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



South Wales Wessex

South Wales

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Tel. 07802 204068

This month has been having not held our monthly meeting as it was deemed unnecessary this month, apart from Bern insisting that we should celebrate his birthday by attending our traditional Presidents run to Mumbles near Swansea on Sunday 16th January, which had been item 1 on the meeting agenda.

On the day we assembled at one of our traditional meeting places at Nantgarw Two Arches Café around 9.30am



hoping that the grey start to the day would lift into brilliant sunshine through the morning mist and drizzle. The route had been chosen to keep us off the motorway to make the drive more interesting travelling through the

Welsh valleys towns and villages.

As I arrived in my 1500 Spitfire with my new Billy Connolly voiced satnav questioning my driving ability, I could see the Haydon Twins Jared and Kalib in their 1500 Spitfire and Andrew in his beautiful MkIV Spitfire. We were soon joined by Bern and son Jack in the magnificent TR4a and Thumper Watson in his gleaming blue and General Lee striped Vitesse. Meg and Sandra arrived in the Herald 13/60 with full library of maintenance manuals and a boot full of essential spares for the journey. Paul and Barbara arrived in their Vitesse followed by Tim's GT6 with its works engine and loud exhaust. John arrived in his well turned out MkIV Spitfire with shiny everything all well-polished and Mike the Cake and Eddy in the Dolomite Auto. We set off with Bern and the TR4a setting the pace in the general direction of Merthyr Tydfil and then turned west onto the Heads of the Valleys road towards Neath.

At the pre-arranged meeting place we did a lap and 3 point turns in the Glynneath 2 Arches Café and picked up Tim and Mum Babs in the Spitfire 1500. Heading towards Neath and Swansea the weather dried up a fraction and the drive became a pleasant run apart from the bitter cold. Fortunately my heater works well so I was alright Jack. I knew Jack was alright as the heater in Bern's TR4a also works well. I had taken over the lead of our run at Neath using my new Satnav but it all went wrong just outside Swansea where it, or rather Billy got confused over the left turn onto the B road we were using to drop down onto the main run into Swansea. Much to the amusement of the club members we executed a perfect snake U turn in a housing estate as I explained that Billy was hard to understand at the best of times but was even harder over the rather loud 1500 engine in my Spit. We were soon heading in the correct general direction of Mumbles Pier just beyond Swansea and as we were getting close I spotted Tim and Babs Spit at the

side of the road with the bonnet up. I pulled over with Jared and Bern and went to assist. It appeared that the near side brake calliper had stuck and overheated quite badly. To be honest it was well hot with smoke coming off the paintwork. The general advice was to park the car up and Tim would come with me and Babs would travel the last quarter mile with Jared in his Spitfire.

We all eventually arrived at the Mumbles pier car park and headed for a well-deserved breakfast at the Pier Café. Half way through breakfast the door burst open and Crazy George appeared with his huge Rotweiler Dog Bella and Elaine and her sister. After calming all the customers and explaining that Bella was a big softie he kept her quiet with sausages apart from forgetting he had tied her to a chair and she followed him with the chair when he got up to walk across to chat to Thumper on the other side of the Café. It



took 15 minutes to restore order and by that time most of us had taken refuge outside on the pier for a socially distanced chat and catch up. I took Tim back to his stranded Spitfire and by that time the brakes had cooled sufficiently to allow the car to



be moved carefully to the car park where Bern gave it a check over and reckoned that it should make it back to Glynneath. Having all had a brisk walk about and inhaled several lungful's of sea air it was soon time to head back in the general direction of Swansea and onward towards Cardiff. As we headed homeward everyone peeled off at their various turnings along the way until I was left as the lone Spitfire heading for home. The one thing I did when I got home was give the car a good wash and hose down to get the road salt off.

Unfortunately that's the price for a winters drive in the middle of January in a Classic Triumph. Great fun and well worth it.

Al

Wessex

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or e-mail: berry223@btinternet.com

www.triumphnewforestrun.co.uk

Tel. 01425 475376

The first meeting of the new year was well attended, a bit more like the old days, plenty to talk about; as always, never enough time to talk to everybody, a good evening. The conversations varied from our own news and hopes for the coming year, to the changing Highway Code and what



North Wiltshire - Wirral Worcestershire

that will entail, along with councils taking over the policing of some minor infringements, like the yellow junction boxes; the only thing agreed was "driver beware!"

Plans for the year, or should I say for the "Platinum Jubilee" year are still somewhat vague; pencilled in are our normal events that we have attended for many years; **Basingstoke; Beaulieu Spring Auto-Jumble; Le Mans Classic; Breamore; Dorset Steam Fair; Beaulieu Sept Auto-Jumble and Swanage Railway. Bath Festival of Motoring 18th-19th June, Walcott Rugby Ground** could be another possibility.

A date to remember is that **Thursday June 2nd is now the May Bank Holiday and Friday June 3rd is Jubilee Day**, celebrating the Queen's 70th year, which makes it a four day weekend, hopefully full of celebrations.

The A31 contraflow at Ringwood and the closed section of the A35 at Homsley, both seem to be coping, just remember that it is 40 mph throughout the New Forest, and it is being monitored and enforced, if you know what I mean! These are only two of the seventy listed road works going on in the local area, so good luck finding an alternative route!

Keep smiling,

Martin

North Wiltshire

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Tel.01249 740239

Great to see everyone at the February meeting - nine of us in all - after what seemed like a long four weeks!!

Plenty to talk about and plan ahead for. Roll on the finer weather and lighter evenings so we can get our cars out again without getting caked in mud!

Our next meeting will be at **The Foxham from 7:30pm on Tuesday 8th March.**

Cheers

Craig & Sarah

Wirral

e-mail: rulloyd@yahoo.co.uk

Tel.0151 625 3172

Some of you will recall that for many years TSSC Wirral Branch was associated with a local club called Triumph Appreciation Wirral and met with them regularly in the Cottage Loaf Pub, Thurstaston, Wirral. My tenure as TSSC area organiser has only really been as an interface into Triumph Appreciation Wirral who actually organise local events and runs, that local TSSC members may attend.

Triumph Appreciation Wirral was founded and run by Dave Evennett for nearly 30 years before he stepped down. There is no club now known by that name and since then the TSSC Wirral branch has had no formal meeting place.

Recently in conversation with Dave I have become aware that he is now meeting with friends at the **Red Fox, Thornton Hough Wirral, CH64 7TL.**

Dave, who has 40 years experience with most types of post war Triumph cars, has invited us at TSSC to once again join with him at the this new location. Dave runs things there on the basis of "Friends". There are no rules or bossy types and anyone is welcome on that basis. Many Triumphs can be seen there of course but also an array of other nice interesting cars are made just as welcome.

The group meet for chat covering many topics; wives and girl friends being equally welcome to come along. Outings are regularly arranged in season with the help of the willing. They like doing the usual things such as events, and scenic leisure rallies etc, there is a protocol to promote safety when out on the roads in numbers. With regard to technical matters, the knowledge and experience of some of Dave's friends is second to none, as can be seen from some of the cars there.

Meetings are monthly, on the last Thursday, 7.30pm. As I am rarely able to attend myself thanks to a busy workload, I would suggest contacting Dave directly on **07796631336 or dave_evo238@yahoo.co.uk** or of course feel free to just turn-up! The Red Fox is in Thornton Hough, Wirral CH64 7TL

Richard

Worcestershire

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Tel.01249 740239

Well, here we are again, the Hobos that is the Worcester Area Group, venturing from one venue to another and yet another! Hopefully however, we're hoping to manage a second visit to **The Huntsman on 7th March and also for our Annual Dinner on 5th March** but obviously time will tell and in this current situation, finding a permanent home seems to be a slight problem.

At least this is giving me something to write about as there was not much news and no events to list at the moment but at the time of writing the weather seems to actually be improving and we might be soon be able to enjoy our Triumphs. I've unfortunately still got a few jobs to do on the Spitfire before I want to take her to the road. Now I've got my Hogring pliers I may be able to look to getting my seats re-padded and more comfortable and no more dandruff storms all over the carpet - just need to shift the junk that has accumulated in the garage and on top of the hood since it's return with it's new gearbox.

So without further ado, let us all look forward to a time when we can lower our roofs and enjoy some wind in our hair (well most of us!!!) and sunshine either in the UK or across the channel.

Don't forget, the March meeting should be at **The Huntsman, Green Lane, Kempsey. WR5 3QB on 7th March** so keep an eye out just in case. Keeping fingers crossed that



Worcester North Yorkshire

Worcester Continues

we do manage a second visit. Hope to see you all there safe and sound.

Tattar for now.

Stef.

North Yorkshire

e-mail: warrent6@yahoo.co.uk

Tel. 07534 820155

Hello, hope you are all well now the nights are getting lighter it's the time to be finishing off our winter projects mine was the fuel tank and cylinder head work on the six followed by seat foams on the Midge let me know what your winter work was or is?

I was away when our group had their Christmas / New Year lunch but Grace reported it went well with a good few

members attending, our January meeting had a small turn out but still a good chance to catch up with the group, Bob had some good stories of his past cars dating well back with rod brakes but now happy to hear the sound of the V8 in his Stag. Keith M is progressing with work on his GT6 so look forward to seeing it back out again.

We now have a good few members in or around the Pickering area so hope to plan in a meeting in that area soon, one good event that may suit is the [Thornton-le-Dale classic car show 5th June](#) details on the web or contact me.

Take care and hope to see you soon

Keith

Photo from British Motor Museum last year



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

Please quote TRIUMPH when making reservations

Discount available on Red Funnel Ferries only

48 Static Caravans 3 Flats 33 Serviced Pitches

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New Dalesrun 2022

11th, 12th & 13th June

The 2022 60s/70s themed Dales Run will be based at High Laning Caravan and Camping site, Dent, Near Sedbergh, Cumbria, LA10 5QJ and once again we will take you through some of the most beautiful and scenic areas of the Dales.

For just £10, you are welcome to take part in any vehicle, providing it can keep up with a Triumph from the 1960s! Please be aware that the run will be organised with Triumphs at the front, followed by other classics with the more modern vehicles at the rear. Anyone is welcome, our event is primarily to raise money for Charity! All proceeds for this year are to be shared equally between Yorkshire Air Ambulance and Northeast Air Ambulance.

Arrival is with us on the camping field from Noon on
Friday 11th June 2022.

Saturday 12th will include our run through the Dales with a leisurely lunch stop (you provide your lunch!) with an evening's entertainment (Raffle, games and general fun OR ELSE!) in the Village Hall with our very own Alan and a 60s/70s Theme! Fancy dress from the year of your car would be great!

Come along and enjoy yourselves and help us raise some much-needed funds for the two Air Ambulance Charities.

Wind down on **Sunday 13th** and enjoy Dentdale.

We have managed to negotiate discounted rates as we have in previous years.

Booking with us is essential to secure your place.

We cannot guarantee these prices or a place on the site if you do not book through us.

Complimentary tea/coffee/squash all weekend.

Dog friendly site. (Must be kept on leads all waste collected)
The site accepts tents, caravans and motorhomes. There is an option for a small hiking tent pitch, but this does NOT include space for a vehicle. If you select this option, there will be an added charge of £5 per night should you wish to bring

a vehicle. This includes a motorcycle.

All Donations welcome, including any raffle prize donations.

PLEASE ARRIVE WITH A FULL TANK OF FUEL AS THERE WILL NOT BE ANY PLANNED STOPS DURING THE RUN
Please note: If you are bed and breakfasting elsewhere and wish to join us on the campsite at any time throughout the weekend, there is a £5 per day

Parking charge. We recommend you park in the free parking provided by your B&B.

ANY COVID RULES THAT MAY BE IN FORCE WILL BE FOLLOWED. ANYONE BREACHING REGULATIONS WILL BE ASKED TO LEAVE. PLEASE ENSURE CORRECT CONTACT DETAILS ARE SUPPLIED SO WE CAN CONTACT YOU SHOULD THE EVENT HAVE TO BE CANCELLED OR POSTPONED.

**For any run related queries, please contact
Alan on 0794 490 9823**

**For all booking enquiries, please contact
Candi on 0781 046 1252**

**Our preferred method of payment is BACS to
Miss C J Allen, 53-50-52, 13057022.**

**Please email your booking information to
candiallen558@outlook.com**

Name(s) :

Address.....

Tel: e-mail:

Club Area Car:..... Reg No:.....

2022 Camping Prices

Tent/Caravan/Motorhome/Hiking Tent (Please circle)

Camping Friday __ Camping Saturday __ (Please tick)

Extras:-

Extra Occupants __ @ £2 per night (add number)

Extra Vehicles __ @ £4 per night (add number)

Dogs __ @ £2 per night (add number)

Hook Up __ @ £5 per night (add number)

Total per night £ ____ - ____ x ____ nights = £ ____ - ____ (enter amounts)

Run Booklet (if taking part) __ @ £10 per vehicle (add number)

Grand Total Enclosed £ ____ - ____ (enter amount)

Derwent Valley's

Peak Run Weekend 2022 Super Heros



Join us for the 32nd
Peak Run Weekend
16th to 20th June 2022
with the actual Peak Run
on Sunday 19th June 2022



More details and booking forms on our Facebook page
and website - www.peakrun.weebly.com



Join us for the Northants Area

CAMPING WEEKEND

Friday 15th July - Sunday 17th July 2022

At Top End Farm Campsite,
Colmworth Road, Little Staughton

This year's theme is...

Witches & Wizards

Camping available at £20 per pitch per night
(includes 2 adults per pitch). Under 16s free.
Additional adults charged at £3.50 per person per night
Limited EHUs available at £5 per pitch per night.

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.