Herald
Vitesse
SPITFIRE
GT6

When something proves its quality over a period of time, it becomes a classic.

We give a classic parts service.

The best catalogues in the business. With knowledgeable people to help you when you phone.
Vast parts holdings. Efficient systems of stock control. Same-day despatch.
And the highest quality standards... consistent with our role in British Motor Heritage.

This is the service we provide every working day of our lives. To thousands of customers each week... all over the world. And we've provided it for years.
If the hallmark of a classic is that its quality should stand the test of time, we like to think we've created one.
The classic parts service. For owners of classic cars.

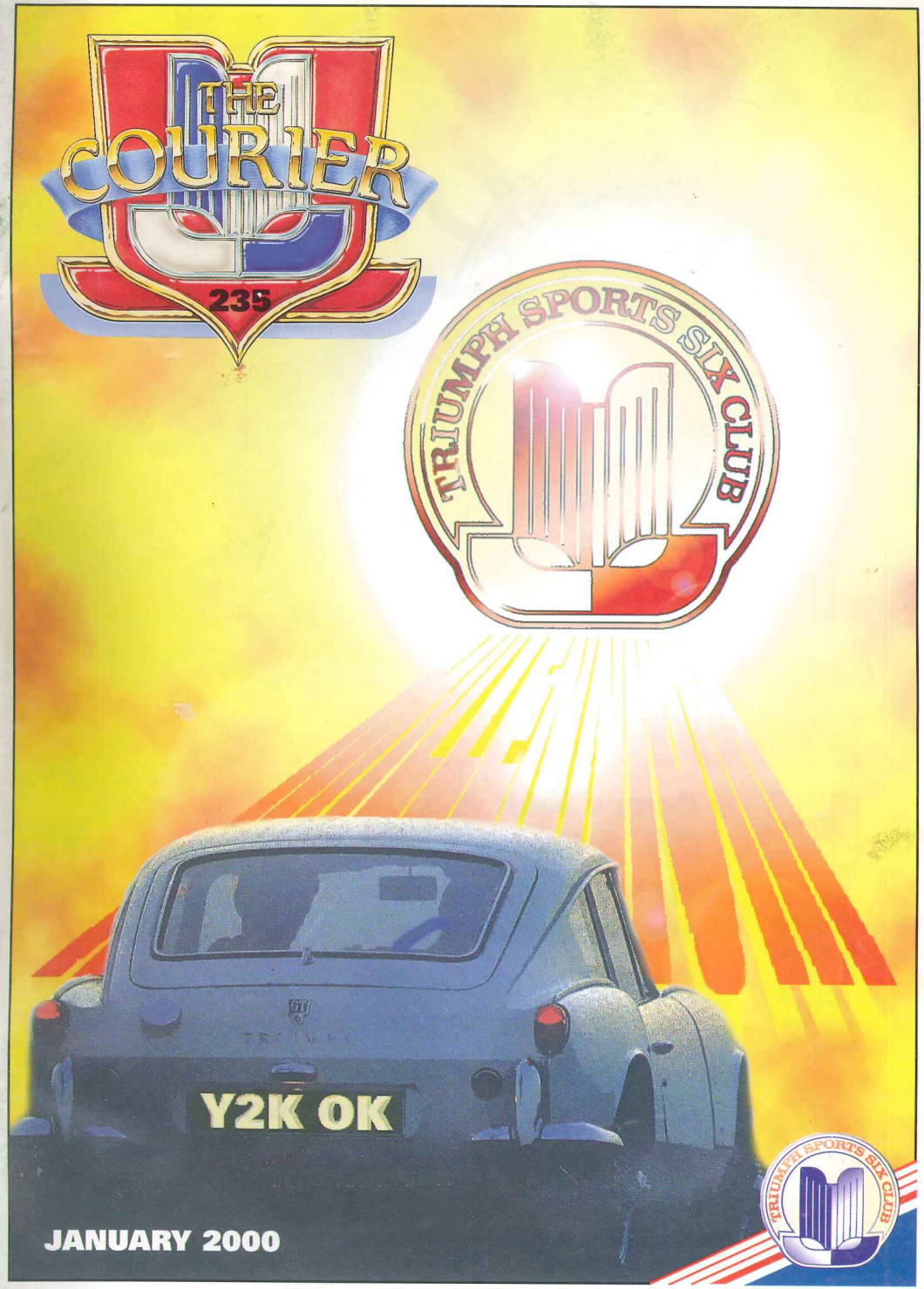
British Motor Heritage Approved

RIMMER BROS

SEE OUR LISTINGS AD INSIDE ON PAGE 72/73.

Rimmer Bros, Triumph House, Sleaford Road, Bracebridge Heath, Lincoln LN4 2NA, England.
Telephone: 01522 568000. Fax: 01522 567600.

AS WELL AS HERALD, VITESSE, SPITFIRE AND GT6, WE ALSO SUPPORT TR4/TR4A/TR5/TR250, TR6, TR7/8, STAG, 2000/2500/2.5PI, DOLOMITE (INC SPRINT) AND ROVER SD1.



TRIUMPH Owners



We're here for YOU! What's on Offer?

- **Agreed Value Insurance with Inclusive U.K. & Continental Breakdown Recovery**
- **100 page Colour Monthly Magazine plus Classified Cars & Parts for Sale**
- **The Country's Leading Supplier of Triumph Accessories, Regalia & Triumph Books**
- **Club Headquarters & Triumph Museum open Daily for Technical Info & Advice**
- **Website** http://www.tssc.uk.com

MEMBERSHIP HOTLINE: 01858 434424

FAX: 01858 431936, E-MAIL: tssc@tssc.uk.com

TSSC Main Street Lubenham Market Harborough Leics LE16 9TF

The Courier

The Official Monthly Magazine of THE TRIUMPH SPORTS SIX CLUB

No.235 Vol 20. JAN 2000

Price £2.25 Free to Club Members.

CLUB HEADQUARTERS

Main Street, Lubenham,
Market Harborough,
Leicestershire. LE16 9TF.

TEL: 01858 434424 H.Q. FAX: 01858 431936
H.Q. e-mail: tssc@tssc.uk.com
http://www.tssc.uk.com

Headquarters open between
9am - 5pm Monday to Friday
Saturdays - check Courier

CLUB MANAGER
Bill Sunderland

OFFICE MANAGER
Trudi Prettyjohns

MEMBERSHIP ADMINISTRATOR
Victoria Childs

TSSC ADMINISTRATOR
Diane Spence

TSSC OFFERS MANAGER
John Muggleton

TSSC OFFERS CO-ORDINATOR
Cain Foskett

COURIER MAGAZINE EDITOR
Bernard Robinson

COURIER PRODUCTION
Bernard Robinson,
& Jo Sunderland.
Triumph Sports Six Club,
Main Street, Lubenham,
Leics. LE16 7TF.

Tel: (01858) 434424
Articles/Area News
Fax: (01858) 468228

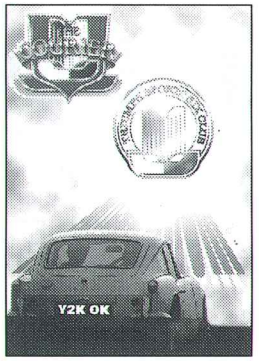
Courier / Area News e-mail:
courier@the-studio.demon.co.uk
We will only accept TXT files NO Attachments

GENERAL SECRETARY
Peter Williams
5, Frosty Hollow, East Hunsbury,
Northampton. NN4 0SY.
TEL: 01604 705319.

COUNCIL MEMBERS 2000

David Aspinall, Annis Green, Leon Guyot,
Tom Longley, Chris Mills, Stuart Newbould,
Simon Roberts, Vivien Thompson
Bill Sunderland, Trudi Prettyjohns,
Brian Waters, Peter Williams.
For a full list of TSSC officials see page 82.

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



Cover Picture
"MILLENNIUM DAWN"
Created by
Bernard Robinson
TSSC

Contents

january 2000

Events Calendar 4
Comment 5
News Review 6
Talking Technical 8
Spitfire I/II/III Register 14
13/60 Register 18
GT6 Register 22
Cop Shop 26
Specials Register 28
Herald 948/1200 Register 30
Race News 33
Spitfire IV/ 1500 Register 38
Millennium Proof? 42
IVRS plus Form 46
Internationl Liaison Secretary 52
Racing on the Isle of Man 55
Vitesse Register 56
Bond Register 59
Readers Write 62
AREA NEWS REVIEW 65
Classified Adverts 79
TSSC Officers 82

T.S.S.C. Events Calendar

PLEASE SEND ALL EVENT INFORMATION TO TRUDI PRETTYJOHNS AT THE CLUB H.Q.

NATIONAL EVENTS

Contact Club H. Q. for more information

FRIDAY TO SUNDAY 14/15/16 JULY 2000
TRIUMPH SPORTS SIX CLUB INTERNATIONAL WEEKEND, STAFFORD COUNTY SHOWGROUND, STAFFS.

REGIONAL EVENTS

Contact the local TSSC Area for more information

SATURDAY/SUNDAY 5/6FEBRUARY 2000
CLUB STAND AT THE BRISTOL CLASSIC CAR SHOW, BATH & WEST SHOWGROUND, CONTACT COLIN 01179 691322

SATURDAY/SUNDAY 18/19 MARCH 2000
CLUB STAND AT THE LONDON CLASSIC CAR SHOW, ALEXANDRA PALACE, LONDON

CLASSIC CAR SHOWS

(CLUB INVITED)

SUNDAY13 FEBRUARY 2000
TRIUMPH SHOW AND SPARES DAY, N.A.C. STONELEIGH, WARKS

SATURDAY/SUNDAY 29/30 APRIL 2000
INTERNATIONAL CLASSIC MOTOR SHOW, N.E.C. BIRMINGHAM

SUNDAY 14 MAY 2000
THE CAMBRIDGE CAR CLUB PRESENT THE CAMBRIDGE CLASSIC, BRAND NEW CLASSIC RUN, STARTS DUXFORD IMPERIAL WAR MUSEUM, 100 MILE ROUTE

FRIDAY-SUNDAY 19-21 MAY 2000
TR REGISTER, CLEVELAND GROUP, NORTH YORKSHIRE TRIUMPH WEEKEND, RUNSWICK BAY, CONTACT ROB 01740 630199

SUNDAY/MONDAY 28/29 MAY 2000
TRIUMPH INTERNATIONAL MILLENNIUM EVENT (T.I.M.E.), MALLORY PARK RACE CIRCUIT, LEICESTERSHIRE

SATURDAY/SUNDAY 3/4 JUNE 2000
SHETLAND CLASSIC MOTOR SHOW 2000, CLICKIMIN LEISURE CENTRE, LERWICK, SHETLAND

FRIDAY-WEDNESDAY 9-14 JUNE 2000
LE MANS 24 HRS. ENTRY TICKET AND CAMPING PLUS 6 DAY FERRY - £115. CONTINENTAL CAR TOURS 01304 380244

SUNDAY 2 JULY 2000
TRIUMPH MARQUE DAY - HERITAGE MOTOR CENTRE, GAYDON, WARKS

OVERSEAS EVENTS

T.B.A.

Don't forget the TSSC HQ OPEN DAY AND JANUARY TSSC OFFERS SALE SATURDAY JANUARY 8TH DISCOUNTS FROM 9AM - 4PM

"Comment

by Bill Sunderland

Welcome to the New Millennium

After all the hype - January 2000 is just the start of another year. The clock ticks on as it will for the next 1000 years but in the last 100 years seeing all the advances made with technology and the advent of the motor car, what will it be like 1000 years on? Will we use a round wheel or will everything be some form of virtual reality. As none of us will be around, does it matter? I don't think so but with the accelerated speed of everything we see, progress will undoubtedly make our life substantially different in just the next 10 years.

The Classic Car Movement is in a state of change, much that dictates our future is in other peoples' hands. This should make us more determined to ensure we can enjoy our cars. There can be no more carping-on about the loss of leaded fuel, like many Members around the globe; they have enjoyed classic motoring for years on the green stuff. The unleaded petrol issue, the distrust of the new LRP, does nothing to enhance driving older cars. Many of us know that not enough young drivers are buying classic cars, as John Thomason illustrated last year, the choices of newer cars at very low cost.

To look forward, we at the TSSC recommend a cylinder head change for cars that ran on leaded fuels. We as a Club will move forward and this year we will start a service for enjoying your car further, with holidays for you and your car. We intend to offer you more to make ownership of your Club Car an even more enjoyable experience.

The new century offers great challenges for everyone involved with Triumph, we must take this great marque on and encourage and develop with associated Triumph Clubs, show people our cars, drive them and keep this great name alive.

From TSSC H.Q. we wish you all a Triumphant Millennium and hope to meet many of you in 2000.



Triumph Holidays! Steve Exley & Derek Bailie's Triumphs enjoy the Sea air

TSSC NEWS Review

Your monthly round up of all News of a Triumph nature

TSSC 'Modifieds' Register Secretary

As members will have read, David Royle, Forest of Dean Area Organiser, has been writing a very popular series of technical articles in the Courier which have focused on Modified Spitfires, initially on six cylinder conversions and now branching out to cover wider modifications. I'm very pleased to report that David has enthusiastically agreed to take on the position of a newly created 'Modifieds' Register Secretary covering modified club cars. This Register, distinct from the ever popular Specials Register, will aim to cover any and all modifications across the whole range of club cars. This of course should and will not preclude other Register Secretaries from continuing to cover mods. to their particular charges but the new Register will extend the coverage of how members do or might like to individualise their cars. So along with me, please give David your support and wish him well in his new role.

Peter Williams,
General Secretary.

Quiller Triumph

Quiller Triumph's new web site has just gone on stream. It is a comprehensive site with company information, maps & directions detailing how to visit, new products, special offers, and mail order details. It has the latest information on Triumphs offered for sale, with a full photographic portfolio on each. Should any local area groups, or individual club members, wish Quillers to provide a link to their homepage then please email: **linkrequest@quillertriumph.co.uk**

Check out the site out: **www.quillertriumph.co.uk**

Triumph Spares Relocate

Having outgrown their Worcester City location following their first three years of trading they will be moving during the Christmas break. With effect from Monday the l0th of January 2000 they will be operating from **WOOD FARM, PEOPLETON, PERSHORE Nr WORCESTER WR10 4DX.** their new telephone and fax number will be **01905 841966** (look out for their E mail address coming soon!). The new, larger and more modern premises will enable them to expand their facilities and further increase their already large stock of new and secondhand spares. As well as Herald, Vitesse, GT6 and Spitfire they will be extending their range to cover Dolomite, TR7 and 2000 Saloons. it will also allow them to undertake work on a greater number of vehicles and hopefully reduce waiting times! Their opening hours will remain the same i.e. Monday to Saturday 8:45 am to 5:30 pm.

Finally they would like to thank everyone for all their custom past and present and wish you all a prosperous New Year.

New Seal from TD Fitchett

TD Fitchetts of Telford have just completed manufacturing to original spec the rubber Hard Top seal for Spitfire IV/1500 Hardtops. To order and Keep Dry this season ring **01952 619585.**

HQ OPENING TIMES

JANUARY - OPEN AS USUAL FROM 4TH

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

***SATURDAY - 8TH 9AM - 4PM**

***JANUARY SALE AND OPEN DAY**

SATURDAY - 22ND 9AM - 4PM

JAN SALE & OPEN DAY

Saturday 8th January 9 - 4pm

The Club HQ and Shop will be open ALL day and will be giving Special DISCOUNTS on most goods on this day only - Save £££'s. For those Members not able to visit we are taking orders over the phone and are WAIVING ALL CARRIAGE CHARGES for orders placed on the day.

TEL: 01858 434424

EXCITING NEWS FROM TSSC OFFERS

The Club is now able to offer a comprehensive range of complete engines - from a standard 1147cc to the new high torque 1600 and 1700cc units. All come with 12 month unlimited milage warranties on an exchange basis.

See the flyer enclosed with this month's magazine for the complete range - and for details of the new 'high torque' engines. For a full specification sheet for your car, ring John or Cain on 01858 434424.

MEMBERS EASY PAY SCHEME
0% INTEREST Staged Payments

This scheme will be available from January 2000. To make buying an engine and ancilliaries easier, interest free staged payments are available to members to help spread the cost (ring 01858 434424 for full details).

10% DISCOUNT
WHEN ORDERING ADDITIONAL TSSC OFFERS PRODUCTS

This offer is available to members who wish to purchase additional parts when ordering a Club engine. We will give 10% discount on all items in the Offers Catalogue when purchased with an engine or up to 6 months after the purchase date. Save £££s on exhausts/manifolds/K&Ns etc.

Talking Technical

By Carl Heinlein

Here's another selection of your questions and answers coming from phone calls to me ... you can call me on 01633 412377 (between 6pm and 7pm only) or e-mail me at carl@heinlein.freeserve.co.uk

TSSC Technical Secretary

Q. *"I have never written to the TSSC before, but here goes, in response to an item on pinking in "Talking Technical" in the October edition of the Courier. I have a Vitesse Two Litre Mark II, which was fitted with an unleaded-compatible cylinder head three years ago. Ever since, I have suffered problems with pinking, and like other owners, have had to retard the ignition to the extent where performance suffers but still have an engine which pinks under heavy load. This year, I finally became exasperated with this and decided to do something more radical to fix the problem.*

Having done some research, I am of the opinion that two (or possibly three) things contribute to pinking in "our cars";

1) They were originally designed for five star petrol (101 RON) and such fuel is no longer available. The phasing out of four star petrol is likely to make matters even worse than they are at present.

2) Our cars are 30 or more years old now. As the timing gear (and in particular the distributor) wears, the ignition timing becomes more and more scattered and this exacerbates the tendency for pinking in an engine running on fuel for which it was not originally designed.

3) This last point is more in the "possible" category. As our cars get older and older, we have to rely on reconditioned original castings. Cylinder heads, in particular, may have been skimmed in the past and if so, this will raise compression ratios still higher and again, exacerbate the tendency for pinking.

Bearing these points in mind, the "more radical solution" I adopted for my Vitesse was as follows and may be of interest to other Members:

** I fitted a Hall Effect electronic ignition module to the distributor. This is available for Lucas Distributors from Holden Vintage and Classic and I suspect other retailers. The beauty of this module is that, in contrast to the more usual optical "chopper" types, it fits entirely within the distributor, with no changes to external components. In addition to all the expected benefits of electronic ignition (stronger spark etc) the major plus for old engines like ours is that timing scatter is virtually eliminated and the timing can be set more accurately and maintained in use.*

** I fitted a "vacuum retarder" to the distributor vacuum advance. This tiny gadget was standard fitment on Fords and I suspect many other makes in the late 80's and early 90's in the last days before distributor-less ignition was introduced. It consists of a small black plastic cylinder about the diameter of a 10 pence piece that fits in the vacuum line between manifold and distributor. It restricts the rate at which vacuum can build in the distributor (and hence ignition advance), but allows the vacuum to fall instantaneously when the engine is under load (ie it is free flowing in the direction towards the distributor, but has high resistance in the direction towards the manifold). This gadget allows retention of the vacuum advance (which does have real benefits for fuel consumption and reduction in HC and CO emissions) but prevents the rapid vacuum rise which can cause pinking with lower octane fuel.*

** I use "Super Unleaded" fuel as a routine.*

** I have reset the ignition advance to the manufacturers standard specification (10 degrees BTDC static)*

Since making these changes, I can report that the performance of the car is transformed- the engine is smoother, freer revving, has better pick up from low revs and better fuel economy. Best of all, I can report that it NEVER pinks, not even on the hottest day, after a fast run, at full throttle, doing 20mph at 750RPM in overdrive top! Beat that!"

Andrew Fleetwood

A. Some good suggestions there. The Hall effect distributors seem a very good idea for conversions on our cars. There was an article in the Courier some time ago about refitting parts from a Maestro to give the same solution, but buying the complete kit from Holden, I suspect, is probably still cheaper than some of the aftermarket electronic ignitions available. The electronic distributor will remove any question of pinking problems coming from a worn distributor but changing the whole distributor from a similar car (rather than fitting a kit to your existing distributor) will most likely give you the wrong advance curve in the distributor....without re-calibration, this can be more trouble than it is worth.

The vacuum advance 'retarder' sounds interesting. Do you have a Ford part Number for the part so that I can pass this on to other owners to try ?

Q. *"I was a bit puzzled about your experience with the vacuum advance on your Vitesse. To my mind you must either have a very unusual engine spec or a faulty vacuum advance system. Was your vacuum take-off from the manifold or from the carbs? My engine with a stage 2 tune runs well with the vacuum connected. (to the carbs) I use 9.6:1 cr and a Triumphtune Sprint 83 cam. In fact I have usefully increased the mechanical distributor advance from 11 degrees to 15 degrees (distributor) on top of 10 crank degrees static. At this is with four star so we shall see what happens with unleaded! My guess is that an additive with octane boost will suffice."*

Peter French

A. The specification of your engine has all the potential of being able to run at a much greater static advance setting than a standard engine. The camshaft in particular will cause the engine to burn the fuel at a different rate and reach a peak pressure at different points in the engine's cycle. The higher compression and modified valves/combustion chamber of the stage 2 head will burn the fuel quicker but coupled with the camshaft (and, perhaps, decent exhaust manifold ?) this does not necessarily mean that the engine will pink. On my Spitfire 3 engine, I run a theoretical compression ratio of 10.8:1 and with a better cam and tubular exhaust manifold I can run a static ignition setting of 16∞ BTDC which I never could before it was modified. The ignition advance over 4000 RPM then builds up to 32∞ BTDC (8∞ base plate in the distributor) which seems to work out as the optimum setting for all 'our' engines that I've played with.

Also, the Spit runs fine on unleaded (I fitted hardened valve seats and new exhaust valves for the long-term solution)

Q. *"I read with interest your reply to Colin Lindsay regarding a stiff gear stick on a MkIII GT6. Recently I rebushed the 'knitting-needle-in-jar-of-ballbearings' gear linkage on my nice red 1969 MkII which, when reassembled, felt like a rifle bolt - click-clack, click-clack, tremendous! - I bolted the thing back onto the 'box and went for a test drive. Felt a bit new, needs wearing in a bit, I thought. I never actually used fourth gear until a few runs later and found it or rather didn't find it very easily at all,*

having to pull the stick back but pull slightly left towards second. Could it possibly be that I have got the bolt at the bottom of the stick in backwards or could it be something else more serious? I am only writing because its a damn sight easier than taking out the CD, straddle, carpet, 'box cover, etc, etc to find out that it is something completely different and that I should stop bloody-well fiddling!

P.S. Does anybody know where i might get a Le Mans style bonnet in fibreglass for a MkII or has anyone fitted the fibreglass MkII bonnet available from the Triumph tuning catalogue from Moss? Do they fit? Is it worth the effort?

Adrian Dean

A. On your gear change, it really does sound like you have the bolt at the bottom of the gearstick in the wrong way around. This causes the end of the thread to foul on the aluminium casting and push the lever over as you go into fourth. Also check the bolt mid way along the linkage, although this is more difficult to get wrong.

As far as the bonnet goes, maybe someone reading this will know of one for sale or you could try a 'wanted' ad in the Courier. If anyone has any comments for Adrian pass them to the Club HQ and they will forward them on.

Q. *"I finished a complete rebuild on my Spitfire MKIV last year, but one thing I am not completely happy with is the large gaps between the tops of the front roadwheels and the wheel arches. During the rebuild I replaced both front suspension towers using two complete units from Spitbits, I was told they were off a car which itself had undergone a front end rebuild, prior to its demise. From their appearance compared with mine this appeared to be true. However, my car seems to lean upwards at the front. Is it possible that in fact these units, which included springs dampers etc. were off a heavier vehicle such as a two litre GT6. Do they have higher rated springs which could cause this effect?*

I have noted that some cars are higher than others but not quite as noticeable as mine. I also find that I am easily blinded when driving at sunset. I am wondering if this is made worse by the up tilt and its effect on the glancing angle between the sun's rays and the windscreen. I used the thick aluminium and rubber washers at the various points where the body mounts on the chassis. I would be grateful for any comments/tips etc."

John Butler

A. Yes, it is possible that the suspension towers did come off a 2 Litre car.....use the checks published in the November Courier and compare your tower to the ones shown in the photos (sorry about the Mac Reynolds' dots.....). However, even if they are 2 litre towers I would not be concerned because you can correct the ride height of the car by changing the front springs. Buy a new pair from a reputable Triumph trader and fit them.

The MkIV and 1500 models were higher at the front than the earlier Spitfires because, I understand, the bumper and headlight height had to meet US legislation requirements. You will note that some traders now sell the same springs for all models whereas others stock one type for MkI,II and III models and another for MkIv/1500 (in the catalogues at least!).

If you want complete flexibility, fit the Spax adjustable shock absorbers that have the adjustable spring seats. With these shocks, you can adjust the rate of the shock absorber as well as the ride height of the car. If you are thinking of fitting Spax anyway, I highly recommend the extra flexibility of the adjustable spring seat option (about £30 extra for a pair, I think)

As an aside, John Thomason was trying to gather together everyone's experience on the best settings for Spax adjustables on 'our' cars. On my Spit, I have found that very little is required on the rear of the car (notch 2 or 3) while more is required on the front (notch 10-11). I started with 7 notches on both front and rear and found that the rear suspension was very hard and transmitted a lot of road bumps, while the front seemed to 'wallow' up and down over undulating roads, almost pivoting around the rear wheels. On my Spit, I have Rotoflex rear suspension with the shock absorber mounted almost vertically in the wheel arch at the rear, so I suspect that on an otherwise unmodified, swing-axle Spit that a slightly higher setting (3 or 4?) would be required on the rear because the shocker absorber is inclined at a greater angle to the wheel.

Any other experience of settings?

Q. *"Firstly, may I add my vote of thanks for your excellent 'Talking Technical' section in The Courier. And now down to business..... I have a J type overdrive on my Spitfire 1500 which sticks ON after sustained motorway driving. When driving on local roads, or when starting journeys on motorways, it works perfectly. However, after 40 or so miles at motorway speeds in 4th gear + overdrive it refuses to disengage when the switch is moved to the OFF position. Changing down to 3rd makes no difference until I slow right down when the overdrive starts to 'slip' - as viewed from the rev counter which jumps up by 1000 rpm or so when I press the throttle and then drops back when on over-run. It will also display this behaviour in high revs in second gear when the overdrive inhibitor switch (which I have tested) should be preventing overdrive from being selected at all. Therefore I assume that there is a mechanical problem within the overdrive itself. Any ideas where I should start looking for a cause?*

I am in the process of restoring the car and at the moment it is at the rolling chassis stage, so now is the best time to fix the overdrive once and for all. Thanks in advance,

PS. Any idea what solvent will remove Waxoyl from the inside of the bonnet prior to stripping off the paint for a bare-metal respray?"

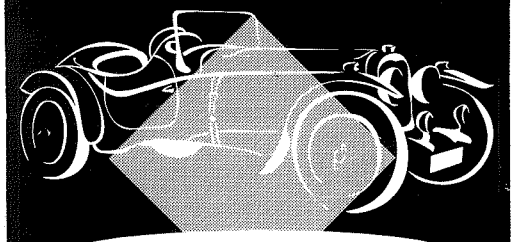
Paul Bodiam

A. Overdrive sticking when hot... as I replied recently to Gordon Osborne, I think that this is is due to the overdrive getting very hot and causing a high residual running pressure in the overdrive. It is not the fact that the overdrive is running hot that is the problem but the heat is causing a problem in the hydraulic part of your overdrive.

If the overdrive simply started to slip when hot, then we could put this down to thinner, hot oil causing a lower running pressure in the overdrive and, thereby, allowing the internal cone clutch to slip (a tired pump as well as worn sealing rings, etc would allow more oil losses in the hydraulic circuit).

However, the fact that it locks on suggests that the pressure is not being allowed to drop after the

TIMELESS CLASSICS



TRIUMPH SPECIALISTS

SERVICING THE SOUTH EAST FOR ALL THE NEEDS OF YOUR TRIUMPH CARS

◆ COMPREHENSIVE AND FLEXIBLE SERVICE SCHEDULES (3, 6, 12 AND 24,000 MILE OPTIONS) ◆
◆ UNLEADED HEAD CONVERSIONS ◆
◆ MOT REPAIRS ◆
◆ PRE-PURCHASE VEHICLE INSPECTIONS ◆
◆ HOODS ◆ EXHAUSTS ◆
◆ CLUTCHES ◆
◆ BODYWORK AND RESPRAYS ◆
◆ TYRES ◆ WELDING ◆
◆ ALL OTHER REPAIR AND RESTORATION WORK ◆

GIVING A QUALITY OF WORKMANSHIP SECOND TO NONE AT A PRICE THAT'S RIGHT

(01622) 817416

TIMELESS CLASSICS

77 THE STREET, MEREWORTH, MAIDSTONE, KENT ME18 5LZ

overdrive is disengaged. This can be caused by a sticking solenoid valve, a sticking relief valve or a blocked control orifice. The fact that the sticking only happens when hot rules out, for me, the blocked control orifice and it appears that one of your two valves is sticking with temperature. A high/hanging residual pressure would cause all the symptoms you describe.

I would suggest ensuring that the overdrive runs cooler (try removing any sound deadening around the overdrive and inside the gearbox cover....this just keeps it hotter). A change of oil may help, but otherwise it is remove and repair (or exchange) the overdrive.

Waxoyl removal....I have used petrol and a toothbrush (one that you have finished with is best otherwise you taste petrol for days!) for removing waxoyl without damaging the paintwork. White Spirit also works well but I cannot recommend these to members because neither get on very well with the Health and Safety Executive or with smokers, so take great care!

See you next month...

Oh..one last thing. These Q&A sections mean that I am now getting a greater amount of correspondence and the e-mail and letters are building up. E-mail is still the best method for me because, if required, I can reproduce your letter in these pages very quickly but I apologise if a reply is later than you had hoped. I will get to it in the end!

DON HOODS
UNBEATABLE QUALITY - UNBEATABLE VALUE!
DIRECT FROM THE MAKERS - WITH OVER 40 YEARS EXPERIENCE
- BETTER THAN ORIGINAL EQUIPMENT QUALITY
- STITCHED AND WELDED FOR MAXIMUM LIFE
- WIDEST CHOICE OF COLOURS AVAILABLE
- ALL FASTENERS & FITTINGS INCLUDED

Choice of heavy duty PVC, ICI Vynide, Everflex, Duck and Mohair

FOR LEAFLET AND PRICE LIST CONTACT
Don Trimming Co. Ltd.
Hampton Road, Birmingham B23 7JJ
Tel: 0121 373 1313
SOUTHERN SALES OFFICE
Tel: 01202 417000

ALL MAKES & MODELS incl: MG, Triumph, Escort, Golf etc.

CARPET SETS FOR MOST MODELS

24 HOUR EXPRESS SERVICE AVAILABLE – WORLDWIDE ORDER SERVICE

M.W. Restorations

Technical Tip of the Month

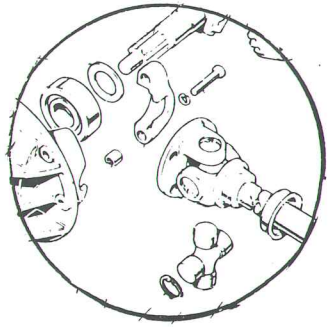
NYLOCS ON HALFSHAFTS ....

When you're removing and refitting the halfshafts on your Triumph, be sure to use nyloc (selflocking) nuts on the halfshaft-to-diff flange.

Often the nuts become ineffective with old age and can shake loose - this causes the bolt to move back and strike the diff pinion cover bolts, resulting in diff damage.

Best of luck,

Mike.



Anglian TRIUMPH SERVICES

CROSSWAYS GARAGE
LODDON ROAD
DITCHINGHAM
NR BUNGAY NORFOLK
NR35 2QY

TEL: 01986 895387 FAX: 01986 / 896860
email: david@angserv.demon.co.uk -http://www:angserv.demon.co.uk

SPECIALIST FOR
SPITFIRE, GT6, VITESSE AND HERALD
REPAIRS - RESTORATION - PARTS

TO ALL OUR CUSTOMERS & TSSC MEMBERS
HAVE A HAPPY NEW YEAR!

FREE FITTING ON ALL 4-CYLINDER UNLEADED HEADS PURCHASED FROM US. U.V. CRACK TESTED, NEW VALVE GUIDES, VALVE SPRINGS, VALVES, HARDENED SEATS, MACHINE NEW CORE PLUGS. £225.00 EXCHANGE. ALL YOU PAY FOR IS THE HEAD, GASKETS AND ANTI-FREEZE.

SERVICES : ENGINE RECONDITIONING - SERVICING - TUNING - RESPRAYS
CAR SALES - TRANSPORTATION - CAR FINDING SERVICE - TRIMMING
ELECTRICS - CLUTCH FITTING - IN FACT YOU NAME IT WE DO IT!

ANGLIAN TRIUMPH SERVICES - KEEPING YOUR TRIUMPH ON THE ROAD

1979 HONEYBOURNE MOULDINGS 1999

GLASSFIBRE PANELS / HARDTOPS - PRICES INCLUDE VAT

Spitfire Mk1/2/3/4 Rear Wing	£ 33.00	Spitfire/Herald G/Box Tunnel	£24.00
GT6 Mk3 Front End	£175.00	Spitfire Mk2/3 Bootlid	£36.00
Herald 1200 Front End	£175.00	Spitfire Mk4 Bootlid	£54.00
Spitfire Mk1/2/3 Front End	£185.00	Spitfire Mk1/4 Door	£65.00
Spitfire 1/2/3 Racing Front End	£190.00	Spitfire Overiders (pr)	£24.00
Spitfire Mk4 Front End	£165.00	Herald Bootlid	£42.00
Herald 1200/1360/Vit Front Valance	£24.50	HARDTOPS - illustrated sheet available	
Spitfire Mk1/2/3/GT6 Front Valance	£22.00	Spitfire Mk1/2/3	£295.00
Spitfire Mk4 Corner Valance (ea.)	£24.00	Spitfire Mk4	£275.00
Spitfire Mk4 Rear Valance	£26.00	Herald/Vitesse Convertible	

Please enquire, Honeybourne Mouldings. Station Road, Alcester, Warks B49 5EQ
Tel/Fax: 01789 762071 9am-5pm (1pm Sat)
For evening calls 8-10pm only 01386 47638

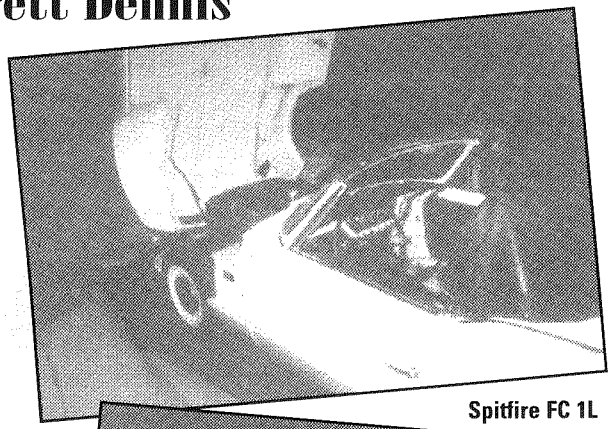
January Sale !!!
Saturday 8th January 9 - 4pm
The Club HQ and Shop will be open ALL day and will be giving Special DISCOUNTS on most goods on this day only. Get your last minute Christmas presents and Save £££'s.
For those Members not able to visit we are taking orders over the phone and are WAIVING ALL CARRIAGE CHARGES for orders placed on the day.
TEL: 01858 434424

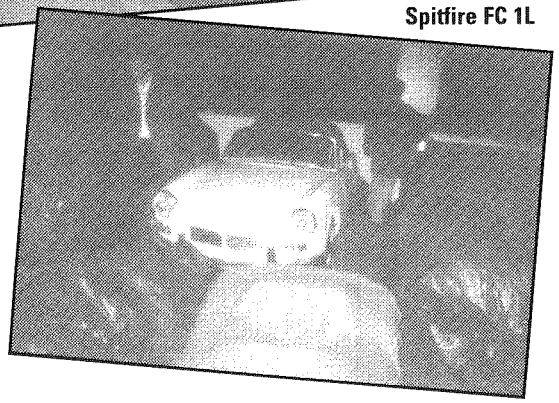
From LRP to MG

By Brett Dennis

Lead is Dead - Long Live LRP.

I've just read in a new issue of a classic car magazine that LRP could be withdrawn from the pumps by the end of 2000 if the demand for unleaded increases. Anyway, I have tried many different brands, most of which are just like using old four-star. But one super-store brand makes our cars pink terribly (no surprise there) and another brand gave me a large flat-spot on pick-up (I won't be using that make anymore). So it seems a case of find the brand you like and stick to it. I have also heard stories of one independent petrol station who mixes his own! He reckons he can save approximately 10 pence a litre. How can you judge the strength with such vast quantities, especially with the temptation to underdose the additive to make it go further.





Spitfire FC 1L

Also is this legal? I'll be giving his station a wide berth.

Triumph World the magazine for the Triumph enthusiast has come a long way since it was first published. It now reaches all four corners of the planet. 'Post Box 75', the Readers Comment, Questions and Suggestions page is very interesting. Graham Robson in his column asked if the first production Spitfire is still in existence? Well, a letter was published a few months later confirming that FC 1L is in a private collection, housed within the premises of a former Triumph main dealer in Geneva. The car is in reasonably good condition. It is still white. The interior is complete but the floor and side panels are uncovered. The engine bay is clean and complete. The car is now in working order and is run occasionally. Are there any members who live in Switzerland who can give us a few more details? I would love to see this car, just as Bill



Pics Courtesy of Triumph World

Spitfire '412 VC' It's like the old story of the best broom you ever owned, even though it's had two handles and three new heads. Your comments would be welcome.

In 1998 at the Stanford Hall Triumph Show, a dark red Spitfire 1500 attended, which had MG Montego/Maestro alloys fitted to it. There did not seem to be any modifications present. So if you are looking

Davies, the 948 - 1200 Herald Secretary is doing a cracking job of showing the body differences between early cars. Preproduction and early production Spitfires also have body anomalies which I will show you soon.



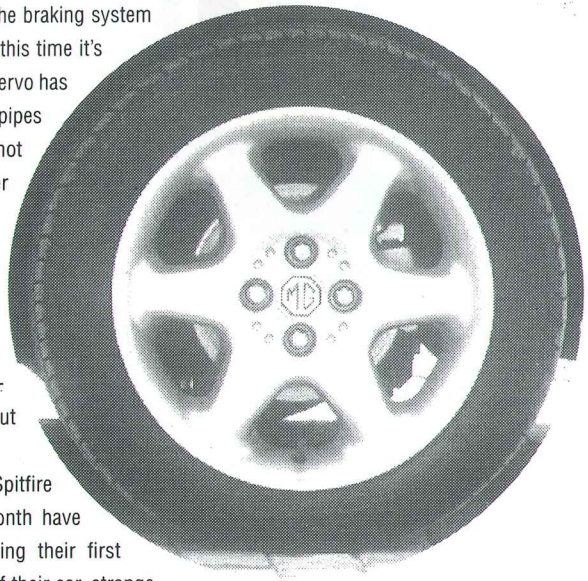
In the latest issue of Triumph World there is a short article on the famous Ex-Works



for a cheap source of 14 inch rims to experiment with, then any steel Maestro etc. wheels should do the trick. Now to take this one step further, I came across a dark blue Montego Estate parked outside Nobby and Dicks Car Emporium (sad name), which had fitted to it MGF alloys and it really looked a treat. So that

LRP to MG

means MGF wheels should fit our cars. Who's going to be the first to shod their Triumph with these classy wheels? Maybe I've got a set sitting in my garage?



We have been improving the braking system on another one of our cars; this time it's a SAH Spitfire MkIII. A new servo has been fitted with new brake pipes all round. This time we have not gone for the four-pot caliper set-up. We thought we would try out the Kevlar Green brake pads with a claimed 20% improvement in stopping power, zero brake dust etc., etc. as advertised in The Courier, find out what we think next month.

The owners of the MkI Spitfire seen in my column last month have finally joined and on opening their first Courier, they find a picture of their car, strange but true.

SPITFIRE MODELS

P&P £3.95



CHRONO SPITFIRE MK IV

1:18 SCALE

Approx 6" - 7" long

SM100

£16.99

inc VAT

These superb NEW Models are now available from TSSC Regalia. Available in 3 colours - Racing Green - White & Black. These are only available in LHD format but are by far the best quality and size model around. Should you wish to personalise your model, don't forget we stock aerosols of ALL SPITFIRE Triumph Colours!

TSSC Offers

ORDERS HOTLINE 01858 434424

FAX HOTLINE 01858 469693

e.mail: Cluboffers@aol.com

TSSC REGALIA, MAIN STREET, LUBENHAM, LEICESTERSHIRE LE16 9TF

421 ALDERMANS GREEN ROAD, COVENTRY CV2 1NP.

MONDAY - FRIDAY 9.30 TO 5.30

SATURDAY 9.00 TO 1.00

JOHN KIPPING TRIUMPH SPARES

FOR HERALD . VITESSE . SPITFIRE . GT6

DID YOU GET A COMPUTER FOR CHRISTMAS?

WE CAN PROVIDE A FREE PRICE DISC WHICH GIVES YOU ACCESS TO OUR PRICES USING ANY PART NUMBER. FREE UPDATES ARE AVAILABLE EVERY OTHER MONTH.

NEW FOR 2000

HEATER VALVES - SPECIFY CAR £17.00

ALUMINIUM MASTER CYLINDER CAP

LARGE 106094 .....£2.00

SMALL 510844 .....£4.00

WISHING ALL TRIUMPH DRIVERS A PROSPEROUS & TROUBLE-FREE NEW MILLENNIUM FROM ALL AT JOHN KIPPINGS.



British Motor Heritage Approved

Ask for our NEW CATALOGUE FREE ON REQUEST

TEL: 02476 645333 FAX: 02476 645030

e-mail:john@johnkipping.demon.co.uk

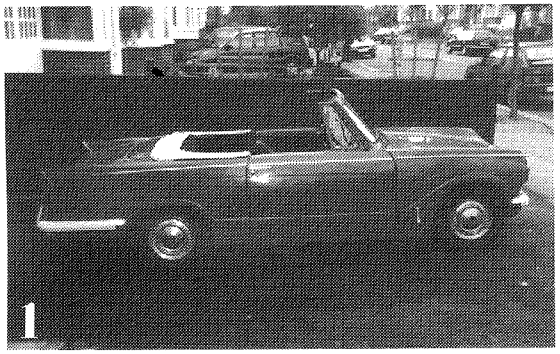
http://www.kipping.co.uk

Well did it happen?

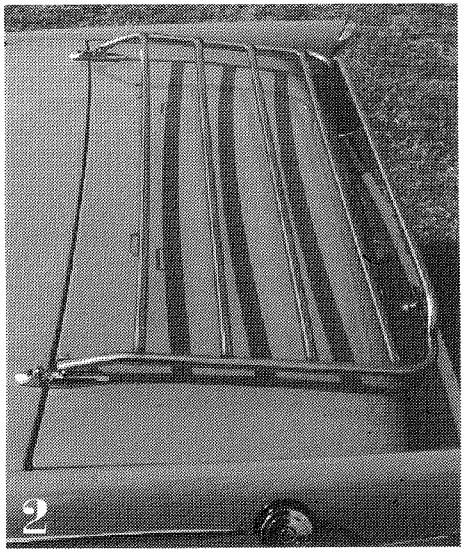
By Derek Giles

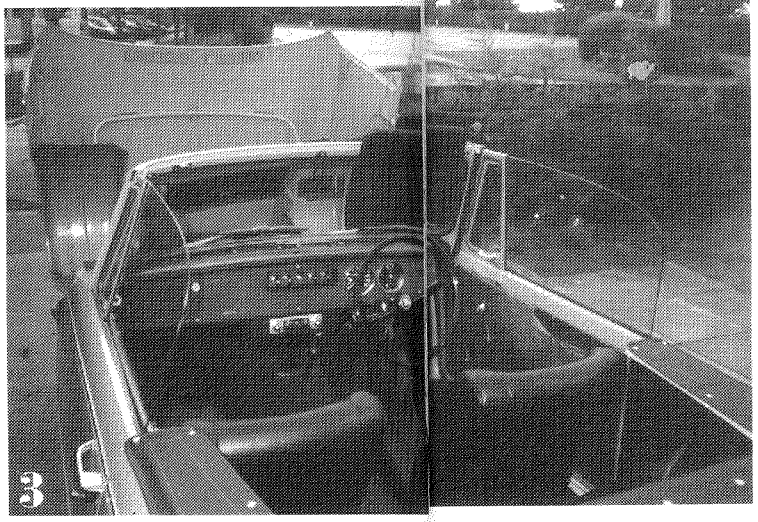
Was all the Doom and Gloom of the NEW MILLENNIUM all it was cracked up to be?.

Computer Crashes, Trains at a standstill, Planes falling out of the sky, Traffic Chaos. I hope not, or you will not be reading this report. Unless, of course you, are still Hung Over from the celebrations and cannot Focus on my words. I, for one, am glad it is all over, (the hype that is, not the World) as I would hate the thought of my 13/60 sat in the garage with NO One to pamper it in the coming year. If on the other hand Computers did malfunction, how on earth am I going to get the IVR's done? I hope **Chris Silk** can come up with a solution, he's my Technical Guru when it comes to things like that. I have a hard enough job to get this typewriter to spell properly (not my fault Bernard) must be something to do with the fact that it was made in Japan: It seems to have a mind of it's own.


1

One thing that has come about of course is the end of **Leaded Petrol** and I hope you all now realise that it does affect **YOU**, and me and all Club members. I would be pleased to have your observations on the method you chose to overcome its demise. All of them will be published to show their resulting effect on our cars. Each car will be somewhat different in the way it reacts to a given solution so it would be of interest to us all I think. So please put Pen to Paper and let me know.

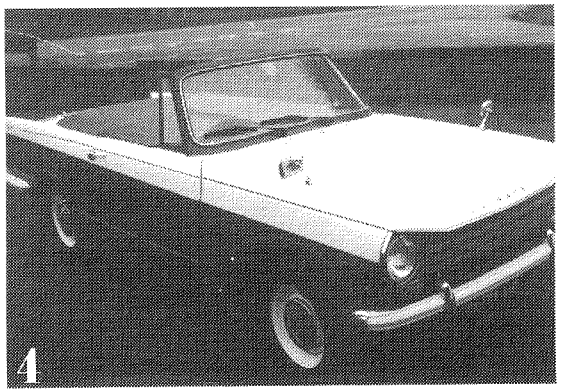

2


3

This month you will see quite a few photos of cars (I hope) that I have had in my files for some time that, for one reason or another, do not have anything more than a brief description about them, this may well be due to my having Lost/Mislaid the write-up or perhaps I never had it, who can tell, anyway I thought it best to get them Courier'd so you don't think I have forgotten you. If your car does appear here then please send me a write-up on it and I will get it in print as soon as I can.

The first picture is **Paul Mehta's** Signal Red Convertible. Paul tells me it has had nine owners since 1976, so if one of them was you he'd like to hear from you. The last one concentrated on cosmetic work - paint, bumpers etc. Paul has put in a new gearbox/clutch and intends to fit a new head soon. **Pic (2)** is of Thomas Becker's custom built S/S boot rack as seen at both STER 99 and Stafford 99. Thomas is a German member who with his car is a regular visitor to many shows. I wonder if he would like to tell us more about the rack? as I am sure there may well be some of us that would be interested in getting one if it were to become available: How about it Thomas?

Pic (3) is would you believe an under 7000 mls from New Saffron soft top that has never been out in the rain, never seen a tin of polish or been washed, just Dry Dusted car from the Bournemouth area, owned I think by a **Mr Burton**? I could not decipher the signature, so if I am wrong please write in and let me know more about the car and yourself sir. I bet when it comes up for it's 12000 ml service it may be difficult to find a dealer to stamp the service voucher.


4

Pic (4) is another convertible. SYB 21F, from Sutton Coldfield. Rebuilt over the last 3 years by **Peter**, another unreadable surname? (or do I need to get my eyes tested soon?). The one thing I do see though is what I consider to be a very nice Paint job, I think the combination sets the car off a treat, sort of 12/50ish, very pleasing on the eye.

And Finally, I hope one of your New Year Resolutions will be to use you cars as often as possible this year. Go to that show you never went to last year. Go to a few more Club Meets, let the neighbours see what all the noise and fuss was about in the garage over the past few months / years. In other words use your cars before it is Too Late. If the Government has It's way it will be only the likes of Mr Prescot (Johnny 2 Jags) allowed to drive, it is too good for the likes of you and I who pay the taxes, they just spend them on their perks.

There I go, on my soap box again (Big Brother is watching, somewhere) I'm sure I will be back to normal (?) next month.

HAPPY NEW YEAR TO YOU ALL and may you **TRIUMPH** in all you set out to do.



Specialists in Older Vehicle Restoration

THE COMPLETE CLUB CAR REPAIRER IN THE LONDON AREA

ALL WORK GUARANTEED

0181 - 994 - 3395

FAX: 0181 - 995 - 7599

We are an established company with many years experience on all Club cars. We are able to cater for all aspects of repair or renovation whether it be a small scratch to a full rebuild. Please don't hesitate to call us for a quote or just advice on a problem of car servicing.

INSURANCE RECOGNISED REPAIRER

EUROCARD MasterCard

FREE ESTIMATES GIVEN FOR ALL WORK

VISA

ENGINE, GEARBOX AND DIFFERENTIALS, STANDARD OR MODIFIED SUPPLIED. FITTED AND TUNED. HOODS SUPPLIED AND FITTED. IN FACT ANY TYPE OF WORK ON YOUR TRIUMPH. RING US NOW FOR A QUOTATION. CUSTOMERS OWN HUBS SPLIT AND SPRINGS MOUNTED.

ALWAYS A Selection of Cars For Sale and also Cars Wanted

ARCH 197, PREBEND GARDENS CHISWICK, LONDON W4 1TN

10% discount to Club members. Close to buses and tubes. 10 mins from Junction 2 of M4

CHEAPER QUALITY SPARES IN EAST ANGLIA

EUROCARD MasterCard

VISA

SWITCH

01487 842168

Fax: 740274

TRGB LTD.



British Motor Heritage Approved

TRIUMPH SPECIALISTS FULL RANGE OF TR2/3/4/5/6, SPITFIRE, GT6, HERALD AND VITESSE PARTS

FRONT SUSPENSION AND STEERING

Steering Column Bushes all cars except late 1500/GT6	£5.91
Front Wheel Bearing set (state model)	£12.99
Track Rod end	£6.99
Solid Rack Mount Kit	£22.26
STANPART Trunnion	£14.04
Front Spring (standard OR uprated)	£14.68
Top ball joint (all models)	£11.69
Front Trunnion kit (all models)	£4.64
Front vertical link (state model)	£49.29
Anti Roll Bar Links	£11.69
Front Shock Absorbers + Bushes	**£17.95**
Steering Rack (exchange)	£41.06
Front Wishbone Bush/Rear Tie Rod Bush	£1.12

REAR SUSPENSION (NON ROTOFLEX)

Rear Leaf Spring (Spit Mkl, II, III/GT6 Mkl)	**£58.69**
Rear Leaf Spring (Spit MkIV/GT6 MkII) (High spec won't sag)	£87.24
Rear Leaf Spring Spit 1500 (High spec won't sag)	£87.24
Rear Shock Absorber (state model)	£16.39
Rear Trunnion Bush Kit (per side)	£4.64
Rear bearing kit (bearings, seals, hub nut and gasket)	£13.51
Universal Joint (new)	£6.99
Rear driveshaft Her/ Spit/ GT6 (Short)OE Spec	£57.57
Rear driveshaft Spit IV/ 1500 (Long)OE Spec	£57.57

ROTOFLEX SUSPENSION

214623 Inner Driveshaft	£88.12
152273 Rotoflex Coupling with Bolts Orignal Genuine	£42.24
149051 Rear Hub	£58.69
212867 Inner Flange	£25.26
214514 Outer Flange	£58.69
Rear Bearing Kit	£14.04
149769 or 149770 Wishbone	£24.95
308437 or 308436 Rear Vertical Link	£41.12
148795 or 148796 Bolt / Bracket	£18.74
Complete Roto TrunnionBush Kit	£28.14
GT6 Rotoflex Rear Spring SPECIAL OFFER	**£58.69**

MECHANICAL

Engine Mountings (4 cylinder)	£4.70
Engine Mountings (6 cylinder)	£6.46
Oil Filter Spit/Herald High spec Wipac	£3.52
Oil Filter 6 Cyl (Except GT6)	£4.03
Oil filter (GT6)	£6.99

Oil Cooler Kits
Kit - £37.50 Cooler - £36.50 Compare our Prices

Fully reconditioned Engine Unleaded High spec any Herald or Spitfire	£699.00

UNLEADED HEADS - Crack tested - Pressure Tested - Bead Blasted - New Valves/Guides Springs - with Hardened Seats - £193.87

Gearbox (fully reconditioned, exchange)	£229.00
Differential (full recon, exchange)	£222.00
Decoke Sets from	£14.04
Bottom End Sets (all) at	£9.34
Fuel Pumps from	£17.56

BRAKES

New Cross Drilled Discs for better heat and water displacement. Special offer to TSSC Members only

Servo Kit	£169.00
Herald and Spitfire	£34.95
Vitesse and GT6	£36.95
Fully Restored Calipers as new (exchange) Her/Spit	£53.95
Fully Restored Calipers as new (exchange) Vit/GT6	£64.56
Caliper Seal Kit Type 12 (early Spit/Her)	£11.74
Caliper Seal Kit Type 14 (late Spit/Her)	£7.25
Caliper Seal Kit Type 16 P/PB (Vit/GT6, state chassis no)	£10.51
Caliper Pistons from	£10.51
Front Brake Pads (type 12 caliper)	£12.86
Goodridge Stainless Hoses (Spitfire Set)	**£37.95**
Front Brake Pads (other models) from	£8.16
Brake Discs Herald/Spit	£15.21
Brake Discs Vitesse/GT6	£17.03
Brake Shoes Spit/Herald	£12.86
Brake Shoes Vit/GT6	£7.95
Brake Drums (all models) from	£25.85
Copper Brake Pipe Kits from	£31.66
Rear Wheel Cylinder (Herald/Spit)	£7.50
Rear Wheel Cylinder (1500/GT6)	£7.50
Silicon Brake Fluid (1 litre)	£19.91

BODY PANELS

We ONLY sell the best body panels currently available. Before you buy inferior panels elsewhere please call us for an honest opinion of what does and does not fit! Remember we fit our own panels in our workshop!

Spit MkIV/1500 Rear wing excellent quality Still	**£82.19**
Spit/GT6 Outer Sill (excellent fit)	£21.09
Spit/GT6 Quarter Valance (fibreglass)	£23.44
Spit/GT6 Quarter Valance Teel	£46.94
Spit/GT6 Floor Pan	£62.21
Spit/GT6 Door Skin (high quality)	£25.79
Spit/GT6 Front Wing (high quality)	£28.14
Spit/GT6 Boot Floor steel	£58.69
Spit/1/2/3 Bootlid steel	£152.69
Spit Mk IV/1500 Bootlid steel	£164.44
Rear Valance (MkIV / 1500)	£35.19
Rear Valance (Spit I, II, III)	£43.41
Front Outrigger (Spit/GT6)	£18.74
Front Chassis Crossmember (Spit/GT6)	£25.79
Chassis Outriggers (Her/Vit) (Heavy Duty) all	£16.39
Front Chassis Cross Tube with overrider brackets (heavy duty Her/Vit)	£64.62
Front Cross Tube Repair ends (Her/Vit)	£17.03
Her/Vit Front Valence (F/Glass high quality)	£28.20
Her 13/60 LH Front Wing	£67.56
Herald 13/60 RH Front Wing	£67.56
Herald/Vitesse Sills	£17.04
Herald/Vitesse Front Wheelarch Lip Repair	£15.22
Herald/Vitesse Doorskins (original pressing)	£53.99
Herald/Vitesse Rear Quarter Valance (f/glass)	£15.22
Herald/Vitesse Rear Centre Valance (f/glass)	£25.79
Herald/Vitesse Centre Valance Original Pressing	£46.94
Herald/Vitesse Rear Quarter Valance (steel)	£21.09
Herald/Vitesse Rear Arch Lip Repair	£15.21

RADIATORS AND COOLING

Full Width High Cooling Spec (Spit)	£111.62
Standard Herald and Spitfire exchange	£76.37
4 row, High Spec for all GT6/Vitesse, (no Kenlowe required) exchange	£117.44
Kenlowe Fan Kit (for the power hungry)	£88.12

RUBBER SEALS/BUMPER COVERS

Windscreen Seal (Spit 1/2/3 GT6 1/2)	£15.21
Bright Trim Finisher (for Spit I/II/III/GT6 I/II Her/Vit)	£5.95
Windscreen Seal (Spit IV/1500)	£14.98
Pair of Bright Trims for (Spit IV/1500 seal)	£39.89
Windscreen Seal (Herald/Vitesse)	£18.80
Rear Screen Seal (Herald/Vitesse)	£25.85
Door Seal Furflex (per side) from	£12.69
Outer Door Glass Seal (all cars)	£5.81
Inner Door Glass Strip	£4.11
Boot Seals from only	£13.47
'T' Pedal Rubbers	£2.34
Herald Rubber Bumper Set (6 parts)	£99.87

EXHAUST SYSTEMS (STAINLESS STEEL)

Herald all types (state year and engine size)	£99.94
Vitesse all types (state year and model)	£140.95
Spitfire Mkl, II (without front pipe)	£99.87
Spitfire MkIII (full system)	£111.56
Spitfire MkIV (complete system)	£115.09
Spitfire 1500 (complete system)	£129.19
Extractor Manifold (1500)	£124.95
Twin Pipe System for above manifold (also see below)	£140.94
Adaptor pipe 1500 (fits standard D/pipe to twin system)	£17.56
1500 Spit downpipe for use with adaptor/twin system	£35.19
MkIII/IV downpipe (does not need adaptor) for twin system	£29.37
GT6 Mk III downpipe for twin system	£29.37
GT6 MkIII (complete stainless system)	£136.24

HOODS AND TONNEAUS

Standard PVC Hoods, all at	£88.06
Vynide Hoods, all at	£111.78
Tonneau Covers from	£59.00
Double Duck Hoods.	£157.84
Mohair Hoods	£249.95

LIGHTS,FITTINGS, INTERIOR TRIM AND CARPETS

Halogen conversion kit with bulbs (2 lights not Vitesse)	£24.95
Spitfire MkIII Grilles, Original, New!	£22.95

Wool mix Carpet Sets beautifull quality with fully bound edges. Choice of colours

Spitfire Mkl - IV	£78.76
Spitfire 1500	£78.76
Herald / Vitesse	£70.44
GT6 (state model)	£93.94
Spitfire Door Panels (pairs only)	£42.24
Boot Mat Spitfire full size Hardura to OE Spec	£23.44
Boot Mat Herald / Vitesse full size Hardura	£23.44
Spitfire Spare Wheel Cover	£18.74
Pre Cut Underfelt Kit	£23.44
Gearbox Tunnels Fibreglass all at	£22.91
Pair Sunvisors (passenger with Mirror)Spit/GT6	£25.73

SPITFIRE ROLL BARS
Standard Black Primer - £58.69 Padded - £117.50

We are now on the Web!! Visit us at www.trgb.co.uk From our website you can download our price disc which contains over 7,000 part No's. The additional search facility helps you find the part required. e.g. type 'Hood' and it will list all the Hoods we sell. If you do not have access to the Web then give us a call for a free price disc



DO YOU HAVE OUR LATEST CATALOGUE? LISTING OVER 1500 PARTS!! - SENT ANYWHERE IN THE WORLD FREE OF CHARGE!!

CARRIAGE FROM ONLY £6.99 FOR A 30KG PARCEL

Full workshop facilities at only £22.00 an hour PLUS VAT

ALL PRICES INCLUDE VAT

Prices subject to change without notice.
You must mention this advert to obtain these prices.

TRGB LTD Unit1, Sycamore Farm, Industrial Estate, Long Drove, Somersham, Huntingdon, Cambs. PE17 3HJ.

IVR 2000 Update

By Mike Scott

We've done it! We've successfully brought our cars into the 21st century!

TRIUMPH GT6 I - II - III

The newest GT6 is now over 25 years old. This is a good time to look at the state of the GT6 IVR Register. Firstly, this month's featured car is Jenny Proctor's Pimento Red non-Rotoflex Mark III. Jenny uses this car daily, clocking up some 15,000 miles a year.



The photograph was taken before the bonnet was replaced as a result of a 4 x 4 using Jenny's car as a brake. Back to the register: it has now (comprehensively) broken the 200 barrier with a total of 227 entries. The breakdown by mark is as below: -

Number of Mark Is	**32**	**14%**
Number of Mark IIs	**46**	**20%**
Number of Rotoflex Mark IIIs	**59**	**26%**
Number of non-Rotoflex Mark IIIs	**90**	**40%**
Total number of Mark IIIs	**149**	**66%**

As ever, numbers are heavily weighted in favour of the Mk IIIs, especially the later, non-Rotoflex type. Latest and earliest chassis numbers from each of the marks are as below

Model	Chassis No.	Reg. No.	Owner(s)
Earliest MkI (KC 1)	KC 1385	HSG 117E	Simon Kingston
Latest Mk I (KC 13752)	KC 13300	FPP 657G	Simon Marshall
Earliest Mk II (KC 50001)	KC 51205	YMM 108G	Kevin Smith-Allen
Latest Mk II (KC 83997)	KC 82272	EYU 181J	Frank Molyneux
Earliest Mk III (KE 1)	KE 36	UNT 87J	Cathy Achour & Alan Tong
Latest Rotoflex Mk III (KE 14816)	KE 14786	GJU 535L	J E Nicholas
Earliest non-Roto. Mk III (KE 20001)	KE 20290	RWP 492L	P J Bolton
Latest Mk III (KE 24218)	KE 24179	SMT 166M	Neil Sampson

Movers from the last update are the earliest MkI and MkII and the latest Rotoflex MkIII. Simon Kingston's MkI replaces A W Fuller's, and Kevin Allen-Smith displaces Sarah Levallois for the honour of the earliest MkII, while J E Nicholas takes over from Robert Goodman's Mk III Rotoflex.

In case any of you are more interested in registration dates, here is a similar table to the one above but in terms of registration dates:

Model	Reg. Date	Chassis No	Reg. No.	Owner
Earliest Mk I	16/01/67	KC 1979	KDD 364E	Paul Harvey
Latest Mk I	21/11/68	KC 13299	FPP 657G	Philip Johnson
Earliest Mk II	06/12/68	KC 52595	KCO 569G	David Paine
Latest Mk II	02/11/71	KC 78047	JMD 636K	Michael Trebanowan
Earliest Mk III	22/12/70	KE 740	EPE 767J	M Stanton
Latest Rotoflex Mk III	21/07/73	KE 14605	DUX 941 L	Derek Lowe
Earliest non Roto. Mk III	09/02/73	KE 21315	ODM 126L	Jon Sharman
Latest Mk III	24/09/74	KE 23901	TOU 700N	Garry Ball

I have tried to fathom some correlation between the chassis number and body and engine numbers of cars in the Register. All I can say is that Triumph weren't very fussy about this when the cars were built. To illustrate: Philip Johnson and Simon Marshall have cars with consecutive chassis numbers, KC 13299 and KC 13300, their engine numbers also differ by one, but the wrong way round; the later engine is in the earlier car. Generally, some attempt was made to re-align the chassis, engine and body numbers at the start of each model year (as well as, obviously Mk boundaries), but towards the end of the year chassis number could be running ahead of engine numbers by about 3000 (taking into account any offsets at the beginning of the year), whilst engine and body numbers are usually within a couple of hundred of each other (offsets allowed for).

Only one further one-owner car has surfaced since the last IVR update in February. That of G S Doust, who originally bought it in Maidenhead in March of 1970 (making it a Mk II). He has since had it reregistered with the enviable number of GTR 6. This brings the total of one-owner cars to six.

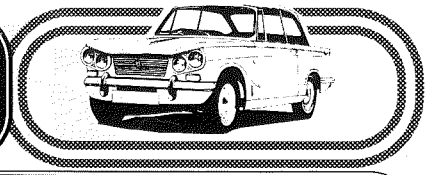
Another interesting car that cropped up was Alan Robbins' Mk II, PDU 843G (see photograph). It was the very first GT6 off the 1969 production run. It was built on 2nd January of that year and was supplied as a company car to someone in the Standard-Triumph Service Department at Coventry (presumably the manager).

There is one aspect of the commission number label that could potentially cause confusion: the overdrive suffix. Cars originally fitted with the overdrive option had the letter '0' appended on the end of the commission (chassis) number. The problem arises when the chassis number is transferred to the V5 registration document; the letter '0' is more often than not printed as the number zero, potentially leading to mis-identification of the car if the number is read from the V5. The comm. plate has a large gap between the last digit of the chassis number and the suffix letters, if any, and is hard to misread.

That's it for now, in the meantime please keep those IVR forms coming.



S.W. CLASSICS



ALL WORK UNDERTAKEN FROM MINOR MOT WORK TO FULL RESTORATIONS ON ALL TSSC CARS

ESTABLISHED IN 1985

WE HAVE RESTORED MANY SHOW WINNING CARS IN THE PAST AND PROBABLY IN THE FUTURE

MANUFACTURE OF REPAIR PANELS FOR HERALD AND VITESSE A SPECIALITY - PLEASE SEND FOR FULL LIST

SPRAYING IN CELLULOSE OR 2 PACK

CAR TRANSPORTATION AVAILABLE

LARGE STOCKS OF SECONDHAND SPARES AVAILABLE

SUE & STAN WALTERS - *01803 865842*

BROOK HOUSE, DARTINGTON, TOTNES, DEVON.

CLASSIC SPORTSCAR SERVICES

OVER 15 YEARS EXPERIENCE ON CLASSIC TRIUMPH SPORTSCARS



UNLEADED CONVERSIONS

For SPITFIRE - GT6 - VITESSE - HERALD

WINTER SERVICES : FREE ANTI FREEZE!

2000 sq ft Modern workshop facilities

* SERVICING * MoT REPAIRS *
*SPARE PARTS & ACCESSORIES *
* CLUTCHES * TYRES * EXHAUSTS *
* FUEL INJECTION & CARBURATION
* BODYWORK * HOODS * INTERIORS *
* ENGINE TUNING * WELDING *
*CARS BOUGHT & SOLD *
* RADIATORS RECONDITIONED *
* NEW ENGINES *
* RECONDITIONED GEARBOXES, DIFFERENTIALS & AXLES

SOUTH EAST ENGLAND'S PREMIER SPORTSCAR CENTRE

WORKSHOP: **01732 464545**

Unit4, Block 2, Vestry Trading Estate, Otford Road, Sevenoaks, Kent. TN14 5EL

P. H. Sportscars

SPECIALISTS IN RE-IMPORT OF CALIFORNIAN ROT-FREE TRIUMPH AND MGs

EXAMPLE PRICES FOR A1 CONDITION SPITFIRE PARTS (ALL PLUS VAT)

Bodyshell (LHD) Excludes Doors and Bootlid from	£500 - £950
Right Hand Drive Conversion (Metalwork only) Inc. Parts	£175
Complete Bonnet Assembly (Inc. Cowls, Irons etc.)	£250 - £350
Doors	£50 - £85
Bootlid	£50 - £85
Chassis	£125 - £195
Slightly Damaged Panel-Work Offered at Discount	
Complete Vehicles Also Available From As Little As	£1500

Always dismantling both UK and rot-free import vehicles for quality parts. Collection or Mail Order Service - Credit Cards welcomed.

Limited number of properly prepared vehicles offered for sale from £2500 - £5000 either right or left hand drive.

Please call to check on stock or discuss your requirements. Some cheaper projects usually available.

Full Workshop Facilities Available for Restoration, Repair, Service or MOT Work. No job too large or small!! Estimates given.

British Waterways Yard,
Cavendish Bridge, Shardlow, Derby.
(2 miles off Jct. 24 - M1)

Tel: 01332 799298 Fax 01332 793084

Office 01592 206439
Parts Depot & Fax
01592 640714

Unit 1 Mill Street
Kirkcaldy Fife
Scotland

CLASSIC CHIC DOIG SPORTSCARS

VISA DELTA

EUROCARD MasterCard SWITCH

CONTACT THE EXPERTS
SCOTLAND'S LARGEST MG & TRIUMPH DEALER

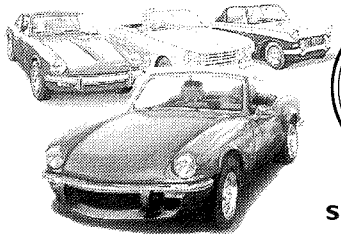
FAST MAIL ORDER SERVICE

Triumph Sports Six Club

FROM A BOLT TO A BODYSHELL
NEW OR SECONDHAND
WE WILL TRY TO HELP YOU WHATEVER THE CAR TYPE

AGREED VALUE INSURANCE

Exclusive to Members of



Triumph Sports Six Club

The Triumph Sports Six Club

An exclusive scheme designed for owners of TSSC Vehicles available for all drivers aged 17 and over Breakdown Recovery plus Road Rage Personal Accident Cover and Motor Legal Expenses included

For individual service and complete peace of mind

CALL US TODAY

The Enthusiast's Insurance Broker

FOOTMAN JAMES

THE MARKET LEADER

Telephone 0121 561 6262

SIX SPARES

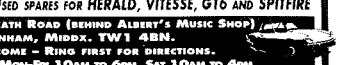
SIX SPARES THE TRIUMPH CAR SPARES SPECIALIST

Manufacturers and Suppliers of Triumph Spares to the Retail, Trade & Export Markets

MASSIVE stock of NEW and USED spares for HERALD, VITESSE, GT6 and SPITFIRE



REAR OF 140C Heath Road (behind Albert's Music Shop) Twickenham, Middx. TW1 4BN.
Callers Welcome - Ring first for directions.
OPENING HOURS! Mon-Fri 10am to 6pm, Sat 10am to 4pm
TEL: 0181 892 0141 FAX - 0181 892 4547 - FAX



TELEPHONE NO. 0181 892 0141

SEE US AT THE STONLEIGH TRIUMPH SHOW AND SPARES DAY

SUNDAY 13TH FEBRUARY

IN THE MAIN HALL

ORDERS NOW BEING TAKEN FOR COLLECTION AT SHOW

SAVE POSTAGE & PACKING

PLEASE SEE NOVEMBER COURIER FOR SPECIAL OFFERS AND FULL PARTS LISTING

Cop Shop

by Mike Crewes



This month I bring you Details on Registration Marks

Vehicles registered before 1st January, 1973 may have registration marks of white, silver or light grey letters and figures on a reflex reflecting plate that conforms with BS A6145:1967. Vehicles registered after 1st January, 1973 must display the reflex reflecting registration plates which conform to BS AU143 (Regulation 8). There are exemptions but cars are not amongst them.

A registration plate fixed to the rear of a trailer must conform with the requirements of the vehicle towing it; the same type of plates must be displayed (Regulation 8b). If a vehicle is towing a trailer the vehicle need not display a rear registration plate. This is so that, if necessary, the rear registration plate may be taken off the towing vehicle and fixed to the trailer. The registration number displayed on the trailer **MUST** be the same as that displayed on the towing vehicle.

The registration number must be displayed on flat, rectangular plates or on a flat, rectangular unbroken area on the surface of the vehicle (Regulation 9). This means that strictly speaking, sticking it to a bonnet is out. Yes, I know E Type Jaguars fit them this way, but they do occasionally get prosecuted.

Each letter and figure shall by 3 1/2 inches (or 3 1/8") high and 5/8 inch (9/16") thick. The total width taken up by each letter or figure shall by 2 1/2 inches (2 1/4") except figure '1' (Regulation 10). All letters and figures shall be of the prescribed type.

There must be an upper and lower margin of at least 1/2 inch (7/16") and a side margin of at least 1 inch. The space between the nearest parts of adjoining letters and adjoining figures shall be 1/2 inch (7/16"), except figure '1', where it shall not be less than 1/2 inch nor more than 1 17/16 inches. Between two '1' digits must be more than 1/2 inch but less than 2 inches (Regulation 11). The distance between letters and figures must be 1 1/2 inches (1 5/16") (Regulation 12).

If the registration mark is in two or three lines the distance between the lines must be 3/4 inch. Embossed or pressed plates do have more tolerance in the spaces, but I think that if you buy these plates they will normally conform.

In a recent column Mac Reynolds asked about the new EEC plates, that is, those with the blue badge on the end of the plate. As far as I'm aware there are no regulations to cover these badges (unless you know different), but they must not encroach on the plate's border. It is possible that these badges will not be sufficient to replace the usual GB sticker, because they are not big enough.

Legislation has also been introduced recently to cover registration marks that are incorrectly displayed. If you are prosecuted twice for an infringement on the way the registration mark is displayed the DVLA will withdraw the mark and issue an age related mark. If your mark has cost you a lot of money, you will lose it all. It must be remembered that if you buy a registration mark, you do not own it - the DVLA still do; you only own the right to use it. For this reason they are uninsurable.

That briefly is the regulations regarding Registration Plates. **ALL** registration numbers **MUST** comply with these regulations, even if they are personalised or cherished numbers. If your registration mark is incorrectly displayed you face prosecution.

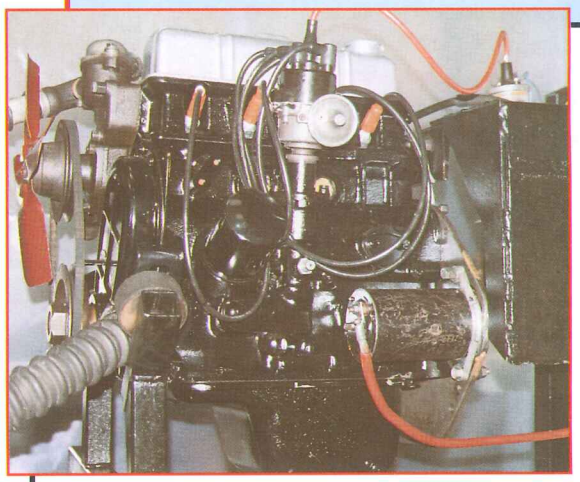
Many spares shops will tell you that stick on number plates will not pass the MOT Test. This is incorrect, providing they conform to the regulations there will be no problem. Many trailers are fitted with stick on registration plates that have been made by their owners and which conform to the regulations - they are perfectly legal.

If you have a query or topic of Road Traffic Legislation why not write to **Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN enclosing a stamped, addressed envelope, or email:- mikecrewes@compuserve.com.**

PERFORMANCE ENGINES

TSSC Offers

In addition to the full range of Standard complete engines that are now available (see this month's flyer), we are excited to announce the addition of two brand new engines to the range to cater for the power hungry.



Both engines are suitable for Spitfire but can also be transplanted in the Herald range with the necessary modifications. Both units are available on an exchange basis and are supplied with full unleaded conversion.

1600 CC High Torque Engine - Unleaded

Larger capacity with improved lower end torque - extra power gained at all speeds gives effortless touring with extra power at low revs.

1700 CC High Torque Stage 2 Engine - Unleaded

Even greater lower end torque with all the tuning characteristics of a Stage 2 engine. This combination is an ideal road going unit, giving an abundance of power, smoothly generated with fast acceleration, effortless cruising and greater top speed makes this unit a spectacular performer.

TSSC Offers MEMBERS EASY PAY SCHEME 0% INTEREST Staged Payments

TSSC Offers 10% DISCOUNT WHEN ORDERING ADDITIONAL TSSC OFFERS PRODUCTS

FOR FULL SPECIFICATION SHEET & PRICES, RING JOHN OR CAIN AT TSSC HQ

ORDERS HOTLINE 01858 434424 FAX HOTLINE 01858 469693

www.tssc.uk.com

TSSC OFFERS, MAIN STREET, LUBENHAM, LEICESTERSHIRE LE16 9TF

A Rare Snake

By Trevor Collett

One of the car events I did manage to get to last summer was the London Kit Car Show at Kempton Park.

As a spectacle it was nothing to compare with the kit car show held at Sandown Park for many years but some interesting cars nonetheless. As I drove onto the area reserved for the kit car clubs I quickly sussed that there were no other Moss cars like mine to park with so I headed for the "Other Kits" marker. Not long after I had left the car to walk to the main exhibition area I spied a rear three quarter view that I half recognised (mixed fractions?) It was the car featured here - do you know what it is? According to my database of Courier kit car articles this particular Herald based car has not been mentioned since my register column in August 1995.

It is a Moss Mamba.

One of the Mambas pictured in that 1995 article also appeared on the front cover of the Courier in July 1986. This car, KWL463G, was well known around the kit car and Triumph car shows for many years. It was built by a chap called Bob Stannard - built to a very high standard. Bob was, and still is, well known in Moss car circles. His first Moss build was a red two-seater that appeared in a kit car mag in about 1982 and it was this article that inspired me to build my own Moss. After the Mamba he built his third Moss, a beautiful blue Malvern, which appeared on the front cover of the Courier in March 1991.

The Moss Mamba was, like the rest of the Moss range, Roadster, Malvern and Monaco, a creation of one John Cowperthwaite. The model was first introduced to the kit car buying public in 1983. At that time John Cowperthwaite and Moss Motors Ltd were operating out of slightly strange premises in Store Street, Sheffield. I can be sure of this because it was during 1983 that Jackie and I drove up to Sheffield in our Herald 1200 Estate to check out the company and see a complete Moss Malvern before parting with a deposit. During that visit I was shown a fibreglass body that had just arrived from the boat builders John was employing to do the GRP work. That body was the first Mamba and was soon built up to be the company demonstrator model.



Some of you may recognise the styling influences - the front end treatment is pure fifties / sixties Alfa Romeo. Another fibreglass body very similar in appearance to the Mamba was produced in the late fifties by a company called Auto Kraft Shells from Bishops Stortford. It was called the AKS Continental. They were intended to use Ford 10 chassis but they also found their way onto Buckler chassis and I have heard of at least one built on a 948 Herald chassis.

Back to the car at Kempton - I was surprised, I hadn't seen a Mamba in the flesh for years. I took some pictures thinking I would use them in a future article - despite returning to the car a few times I never did bump into the driver. A few weeks after the show a letter and photos landed on my door mat from Simon Bartle of Lymington in Hampshire. The subject of this correspondence? Yes, Moss Mamba NRC35E! Simon says: "I bought the car in June 97 from a Detective Inspector in the Dorset Constabulary. I thought, surely this bloke won't rip me off, and I was right, the car has been great fun. It's based on a 1967 MK 1 Vitesse convertible. It still has the original straight six, two litre engine although it's a little smoky, as anyone who knows the car will tell you. I met up with Steve Tarbutt (and others) Secretary of the Moss Owners Club last month in Andover. He also has a Mamba - it was great to see another one as I believe only a dozen or so kits were produced. I've been through the re-registration process and the car is now a Moss Mamba on the tax disc."



Simon reckons only about a dozen Mamba kits were sold, I don't know the exact number but since I know of at least nine cars there are probably more than twelve on the road. Mambas certainly did not match the sales of the Moss Roadster or Malvern models. During the second half of the eighties the Moss range changed hands and at one stage the Mamba model split from the rest of the range but was not actively marketed for very long. The Moss Mamba remains a pretty exclusive car. Simon would like to see pictures of more Moss Mambas, so would I - if you have any send them to me.



Herald Roadwheels

By Bill Davies

Happy New Year!
Or New Millennium even!



Geoff Evans' 1200 saloon

Whatever, our Heralds are all immune from the Millennium Bug, so that's one thing which won't be worrying us!

Pictured at last year's Worcester Area Concourse is the rather pretty Wedgwood Blue 1200 Saloon belonging to Geoff Evans of Stourbridge - I hope I got that right as I'm working from memory here! Geoff had not had this Saloon long when we met at WAC. We've bumped into one another at a couple of shows since, and Geoff tells me that some minor work that the car needed is now largely completed. I look forward to seeing both Geoff and his Herald again at Club events next year.



Early Big Slot Wheel

Roadwheels

You wouldn't really think there was much to be said on the subject of Herald Roadwheels, would you? They all look pretty much the same! But the story isn't quite that simple.

At least 6 different types of roadwheel were fitted to the Herald during its production life, of 2 major different styles and 2 different widths. The first style had 4 wide slots between the circumference of the inner and outer pressings of the wheel, while the later style had much narrower slots in the same positions. The two styles are usually referred (logically) to as "Big Slot" and "Small Slot". The two standard sizes fitted were 3½ & 4½ inch widths.

Initially, all cars were fitted with 3½-inch Big Slot wheels. These were supplied in two different patterns, both being Big Slot 3½-inch types. The more common style was carried on into 1200 production, however, the less common variety, though listed as an alternative part on the 1200, appears to have only been fitted in any quantity to the early 948 models. This style was a carry-over from the Standard 8/10 and Pennant, which were the immediate predecessors of the Herald. The "normal" big slot wheels have deep stiffening webs pressed into their centres between the wheelnuts, while the other style has small shallow ribs in the same positions. With the hubcaps in place, there is little visible difference between these wheels.

With the introduction of the Herald 1200, a new wheel was introduced. This was a Heavy Duty version of the 3½-inch Big Slot, which can be identified by the letters **H D** stamped into the centre disc, usually (but not always) either side of one of the wheelnuts. Initially, this was a standard fitting on the 1200 Estate models and Courier only, though it was later offered as an optional fitting on all Heralds. It also appeared as a standard fitting on very early Vitesse 6 models, though the 3½-inch Big Slot became standard by late 1962.



Big Slot 'Heavy Duty' Wheel

In 1962 (Commission Number GA86626), the H D 3½-inch Big Slot wheel was replaced on the Courier and Estate models with a new 4½-inch Big Slot wheel. This wheel has no easy identification other than the width of its rim, and the slight offset between the centre and outer sections. The earlier 3½-inch Big Slot **H D** continued to be listed as an optional fitting on all other Heralds

At the end of 1964, the Small Slot wheel was introduced, and immediately superseded the Big Slot wheels on all Heralds and Vitesses, being a substantially more rigid item. This was available in both 3½ & 4½ inch widths, the 4½-inch size being fitted only to the 1200 Estate, the Courier having ceased production in October 1964. A Heavy-Duty option was offered on the

Wheel Style	Years	Vehicles
3½ inch Big Slot (Pennant)	1959-?	948, 1200?
3½ inch Big Slot	1959-1964	948, 1200 Saloon & Convertible. Vitesse 6 from Late 1962.
3½ inch Big Slot HD	1961-1964	1200 Estate & Courier to GA86625. Vitesse 6 to Late 1962. Optional on Herald 1200.
4½ inch Big Slot	1962-1964	1200 Estate & Courier from GA86626
3½ inch Small Slot	1965-1971 1	200 Saloon & Convertible. 13/60 Saloon & Convertible. Vitesse 6.
4½ inch Small Slot	1965-1971	1200 Estate. 13/60 Estate. Vitesse 2 Litre Mk1 & Mk2.



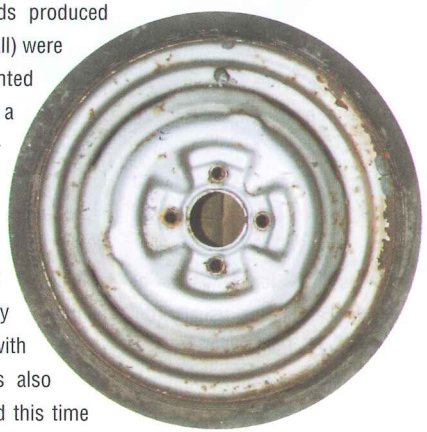
4½" Big Slot Wheel

3½-inch Small Slot wheel, though I'm not able to confirm whether the H D lettering was continued as an identifier. I'd be interested to hear from anyone who can give me any further information about the Small Slot H D wheels. The table on the previous page shows a summary of applications for each wheel type.

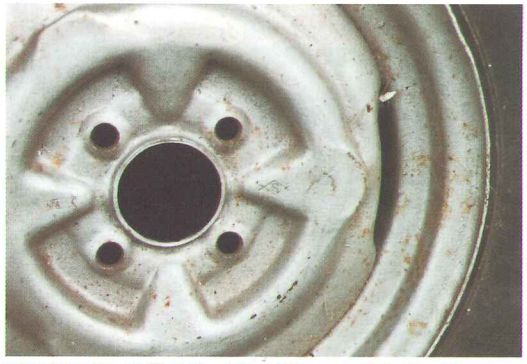
Wheel Colours

Some early 1959 Heralds appeared with their wheels painted in the main body colour, though this may have been confined to the cars fitted with Standard 10 pattern wheels, as the wheels of this vehicle had been painted body colour.

After mid 1959, most Heralds produced (though I would hesitate to say all) were supplied with silver-grey painted wheels. There may have been a slight revival of the body-coloured wheels around early 1961, particularly if Standard-Triumph's own publicity literature is to be believed. Some of the 948 'S' brochures clearly show a Powder Blue car fitted with Powder Blue wheels! There is also evidence that some cars around this time were fitted with Black painted wheels, though they were by no means common or ever a standard fitting.



Small Slot Wheel



3½" Big Slot Wheel - Note 'Stanpart' & Markings

The 12/50 was fitted with White (actually more of a parchment colour) wheels from its introduction, and though these were advertised as a unique feature, they were frequently fitted to other Heralds. This peaked in 1964 when the majority of Herald production had the White wheels, including the Couriers and Estates with their unique 4½ inch Big Slot wheels. After the introduction of the Small Slot wheels, colour seems to have standardised to the familiar silver-grey.

Variations

There are a few further variations, which aren't explained by production changes. Big Slot 3½ inch wheels often have an "S" stamped into one of the stiffening webs. I don't know what this marking means, but it seems to be on around 50% of wheels of this pattern. Can anyone shed any light on this? I have also occasionally seen Big Slot 3½ inch wheels with "STANPART" stamped in the same position - these may be wheels which were supplied as replacement parts.

And finally...

By the time you read this, Karen and I should be nicely settled in our new home. We're moving a little way out of Swindon, to Calne in Wiltshire. Not least of the benefits is more parking space and enough room to build a workshop! My new address will be published in the back of the Courier, but any mail already en-route to the old address will be forwarded by the Royal Mail.

My Return

By Andy Jowett

1999 was the year I made my full return to motor racing and what a year it's been.



First time out at Silverstone "Nice N Shiney"

I used to race Mini Stoxs in the '80s and had quite a bit of success. I've been around the TSSC racing for several years now, first getting involved with Steve Crane. I've always built Steve's engines and cars and he's had some great success, winning the TSSC Championship in 1998. Then I made good friends with Martyn Adams and built him an engine and carried out a lot of work on his car.

So I decided enough was enough it was about time I raced again. Unable to go back to contact sport due to braking my back five years ago, I thought I would go circuit racing. So I purchased Dave Bearsley's car half-way into the 1998 race season with the plan on racing in 1999.

So to my first meeting this year which was at Silverstone. I arrived in plenty of time, got myself signed on, scrutineered and went to a drivers briefing. Then it came to practice I was quite excited but also a bit nervous. Steve Crane said " Follow me and I will show you the lines". I'm glad I didn't because he went in the kitty litter on the second lap! I was quite pleased with my performance, because I out-qualified some people. So to the race - it was great for three laps then the head gasket decided to let go, so I stripped it when I got home and it was only then I realised how bad it was, I had blown two pistons and the block.

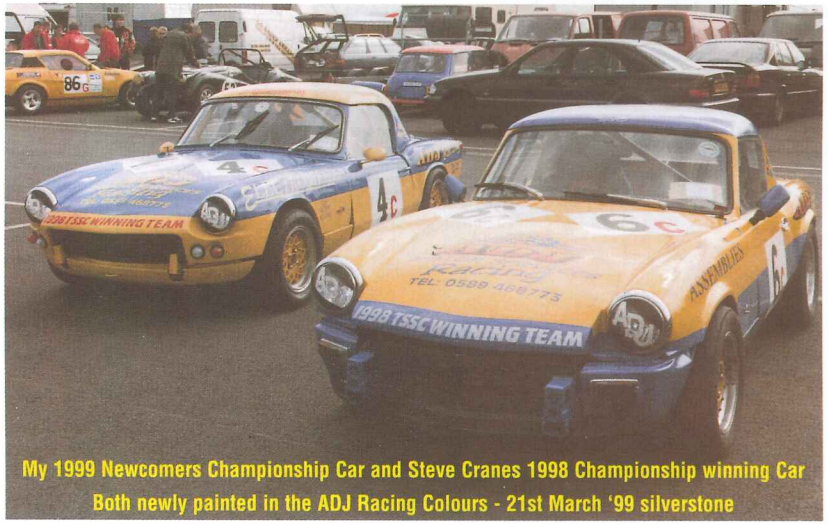
Then it was off to Cadwell Park, a tricky circuit. Martyn Adams warned me "Don't loose it here because you won't get away with it". He should know he's the Cadwell master. Plus he had stacked it big time there last year. I had a good result winning my first trophy in a Spitfire with a second in class after a good battle with Alaistar Pugh.

Then, the week before Mallory, I was checking the car over and I found that the head gasket had blown again. I changed it but unfortunately it didn't cure it but with a lot of help from Martyn Adams we persevered and cured it.

Mallory was an excellent round for me having a battle for the lead with Steve Crane eventually I finished second with fastest lap.

Then it was the long trip up to Anglesey but all those miles were worth it as I got my first win and fastest lap. As you can imagine I was rather pleased with myself.

Then all my troubles really started at the next race back at Cadwell Park. The crankshaft snapped and the pistons hit everything in sight ... you name it, it was knackered! At this point I would like to thank Jon Wolfe, he was the first to say, "If you need any bits ring me". So I did and kindly Jon gave me some pistons, timing chain, etc. etc. a real big thanks Jon.



My 1999 Newcomers Championship Car and Steve Cranes 1998 Championship winning Car
Both newly painted in the ADJ Racing Colours - 21st March '99 silverstone

New engine built, I thought I would get it rolling roaded but after ten mins. the cam let go, - more expense! Then it was off to Croft. Four laps into the race the crank let go; yes you've guessed - it, even more expense.

Next up Oulton Park. The car lasted practice but I noticed a misfire so I removed the rocker cover and noticed that all the valves weren't going up and down - yes, another cam destroyed but I didn't quit because I was still leading the Newcomers Championship.

Then it was the penultimate race at Brands Hatch. I was quite pleased with my practice times. I had quite a good race keeping Kev Ginger behind me until the tenth lap. We had a bit of a door rubbing and Kevin managed to get by me but I still finished third. The last round was Donington Park. I needed to finish second in class to make sure I won the Newcomers Championship from James Parker in his TR. I was pleased with my practice times, qualifying fourth in class out of ten TSSC racers. The race was hard work battling with TSSC cars and TRs. James Parker retired early on so at that point I had already won the Newcomers Championship. But then Jon Wolfe spun out on the last lap so that allowed me to finish second, behind Steve Crane. Then the results came out and I had also set the fastest lap as well. So, even after all the troubles I have had this year and all the expense (at least 2 years of racing budget !) I proved to myself that I could do it and I did

I would like to take this chance to say well done to Jon Wolfe on his winning of the Championship and to thank him for all his help. I would also like to thank Martyn Adams and Steve Crane for all their help. But a real big thanks to my wife Alison for letting me race again, especially after having our son William fighting for his life in Intensive Care on several occasions earlier this year. William is doing really well now after all that he has been through. We still have a long road ahead of us with his tracheostomy, but he's great and he loves cars !!

Bill Sunderland said to Steve Crane we haven't had many race reports this season, but I think the reason for this is that just keeping your car on the track is so time consuming. **So if any TSSC members who don't race, would like to do a race report I think everybody would appreciate it**

I don't know how much I shall be racing next year it all depends if I get a sponsor or not (hint hint !!!) . We will have to see.

Anyway, hope to see you all soon, Merry Christmas and a Happy New Year.

Need help fixing your Triumph?

We can fix dents,
- replace rusty panels,
- weld chassis sections,
- sort out MOT problems,
- repair suspension and mechanical faults,
- restore sagging sills and sticking doors,
- respray in original Triumph colours,
- and generally get your car looking good and going well!

01799 584994

From a straight service to a full rebuild, call Mike to discuss your car's needs.

We are GT6 and Spitfire Specialists and can restore your car to its original condition, including all engine and mechanical work, electrical and wiring faults, retrimming and classic Triumph paintwork. We can also restore specific areas of your car if required , while you do the initial stripping down and final fitting up.

Collection and Delivery Service available. Open some evenings

M.W. Restorations

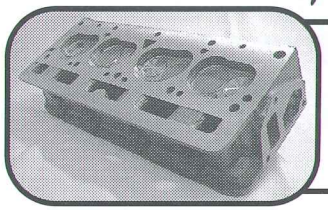
Classic Car Specialist

SAFFRON WALDEN, ESSEX.

TSSC SPECIAL TUNING

1ST for quality

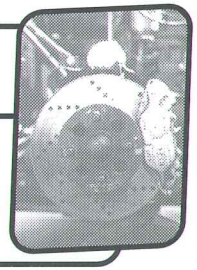
The Ultimate Range of Tuning Accessories for your Triumph!



Stage 2 Unleaded Heads

4 CYLINDER - £385
6 CYLINDER - £575

4 Pot Caliper Conversion Kit



For Spitfires. £349.95
Pair cross drilled discs
Set uprated brake pads
Pair 4-pot calipers
Pair Goodridge hoses

Racing Mirrors



£19.95 each
£37.95 pair

High quality chrome on brass racing mirrors with fully adjustable head. Universal fixing, will suit all Club cars.

Alloy Wheels

PRICES QUOTED ARE FOR A SET OF 4 WHEELS (EXTRA WHEELS ALSO SUPPLIED - RING FOR PRICE).

WH004	MX - SILVER 5½" x 13"	£280.00
WH005	MX - SILVER 6"x14"	£345.00
WH007	SUPASLOTS - POLISHED SILVER - 5½" x 13"	£285.00
WH014	WHEELNUTS - (SET 16) (MUST BE USED WITH ALL THE ABOVE)	£28.00

ALL WHEELS SUPPLIED HAVE TRIUMPH OFFSETS TO ENSURE A PERFECT FIT ON ALL CLUB CARS.

SUPER FLEX POLYURETHANE

Full Range of Advanced Polyurethane Bushes in Stock

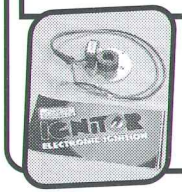
BELL Performance Exhausts

SEMI SPORTS from £160 FULL SPORTS from £175

Extractor Manifolds

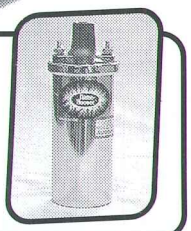
Spitfire 4/II £215 Spitfire III/IV/1500 £180
GT6/Vitesse from £275

Aldon Electronic Ignition kits



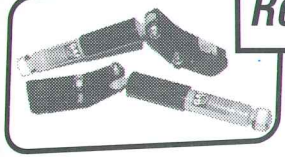
IGNITION KIT (All Models) £75.00
IGNITION KIT (Positive Earth cars) £85.00

Aldon Flame Thrower Coil



HIGH PERFORMANCE CHROME COIL £38.50

Rear Bracket Conversion Kit



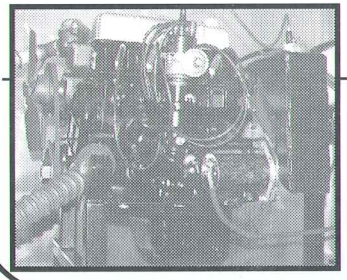
Kit includes:- Pair Spax Dampers Pair High Quality Brackets Fitting Instructions CONVERSION KIT £145.00



SPAX Dampers

FRONT (PAIR)	£97.50
Front Pair Adj S/Seat	£125.00
REAR (PAIR)	£87.50

High Torque Engines



Unleaded 1600cc & 1700cc

For Full Specification Sheets & Prices Please Ring 01858 434424

For Roll Over Bars & Full Race Cages Please Ring

TSSC Tuning

01858 434424

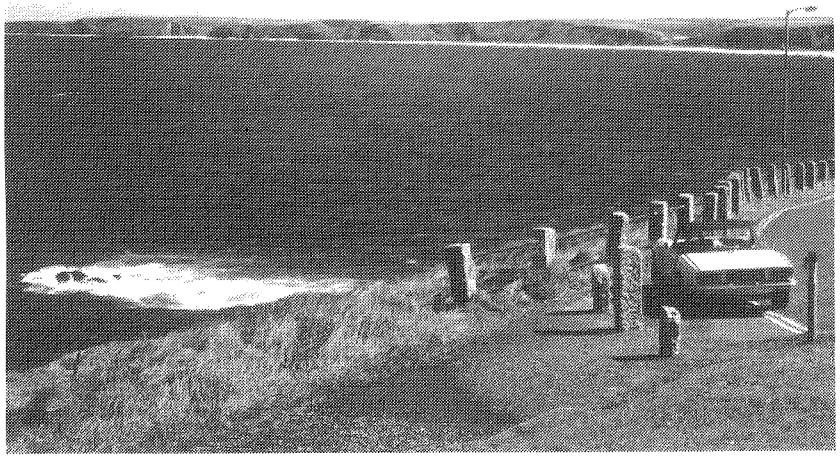
TSSC SPECIAL TUNING, MAIN STREET, LUBENHAM, LEICESTERSHIRE LE16 9TF

e-mail: Cluboffers@aol.com

www.tssc-hq.demon.co.uk/offers.html

Quiz Time!

By John Thomason



This month's photo is sent in by Roberto Borini from Rivoli, Italy and features his Spitfire 1500 in warmer days whilst on holiday in Newquay, Cornwall earlier this year.

PERSONAL PLEA

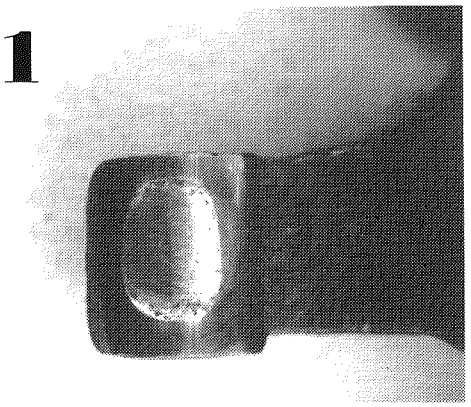
Searching the classified has proved fruitless and so a plea the readers: Does anyone out there have a GRP MkIII hard top (original shape, rather than fast back) for sale, fairly cheap as it's only needed for racing? Any offers, ring **01858 434424.**

Quiz Time!

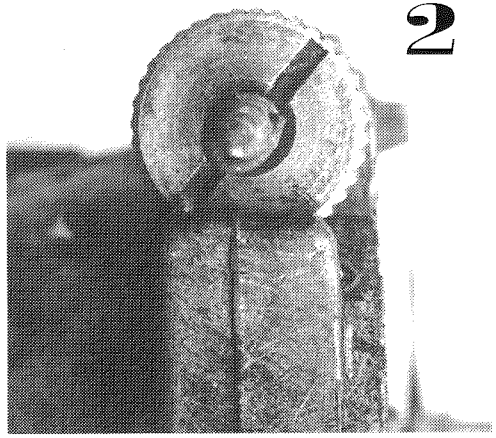
Entering into the festive spirit, a little photo quiz for you to ponder over after that large Millennium Dinner! Apologies for some awfully magnified shots of some obscure parts, but the easier parts appeared in earlier competitions - anyway, I didn't want to make it too easy for you!

First correct answer opened by **10th January** will receive a TSSC Gift Voucher. Answers in the February issue. **Happy New Year!!**

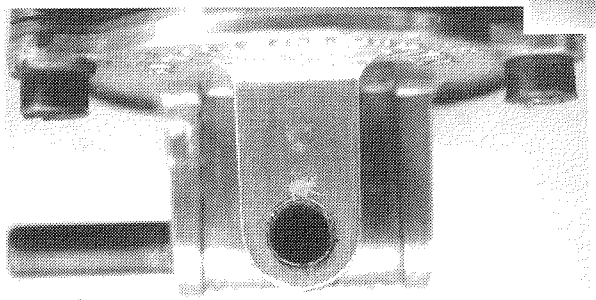
1



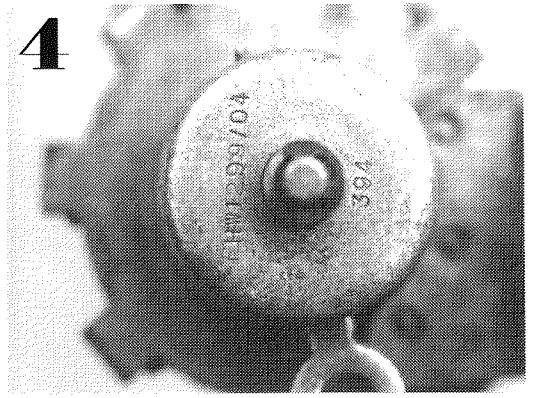
2



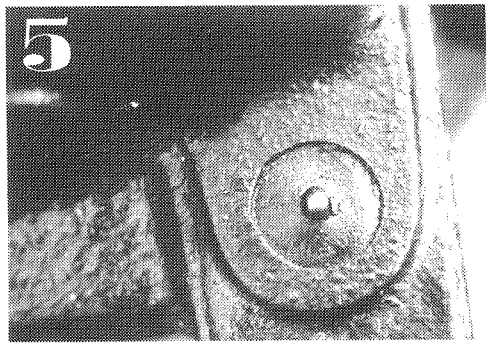
3



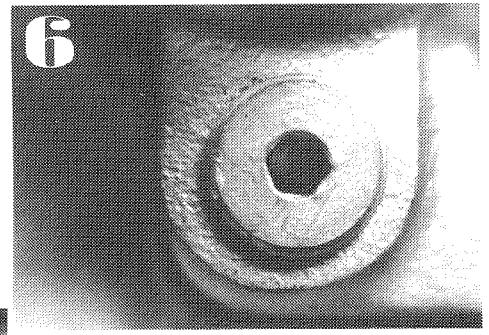
4



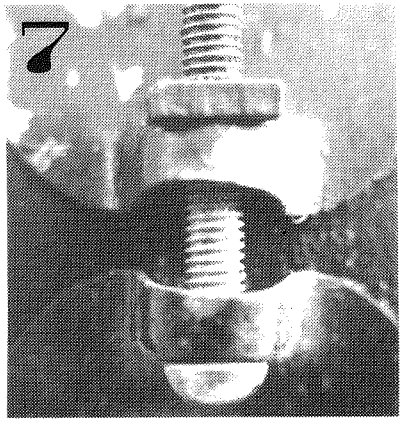
5



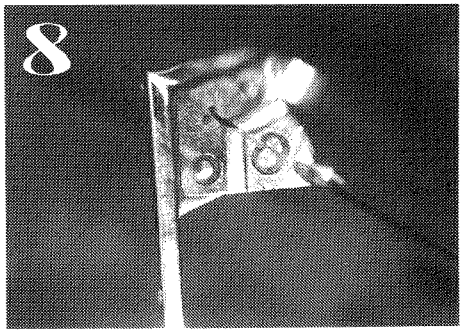
6

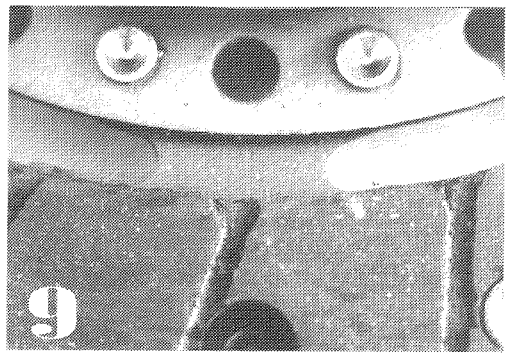


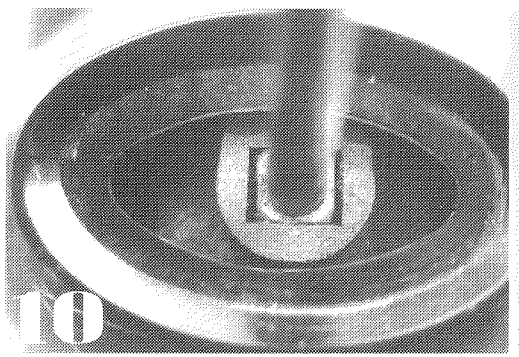
7

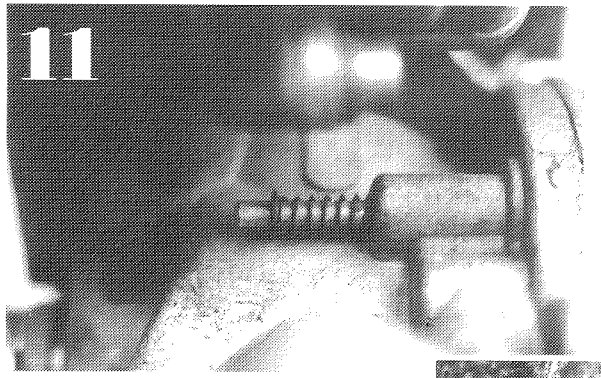


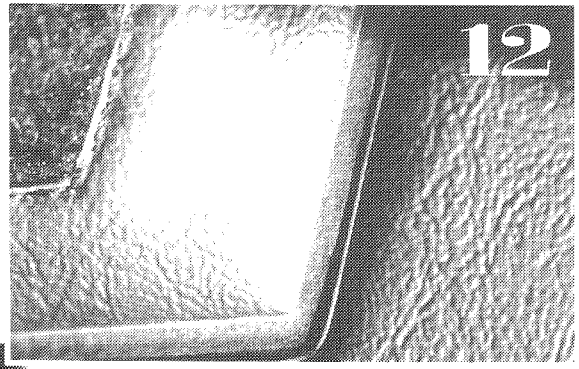
8

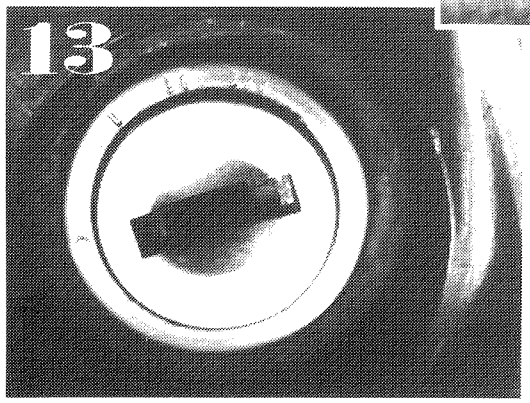


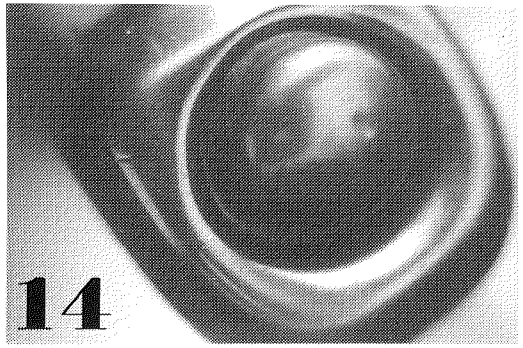

9

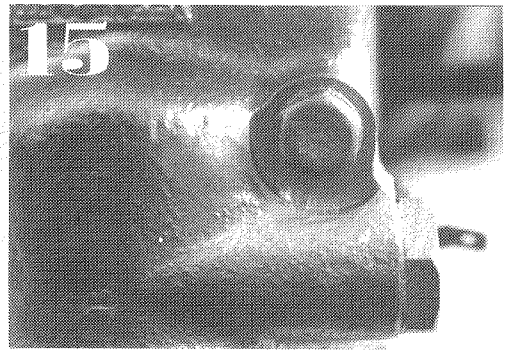

10

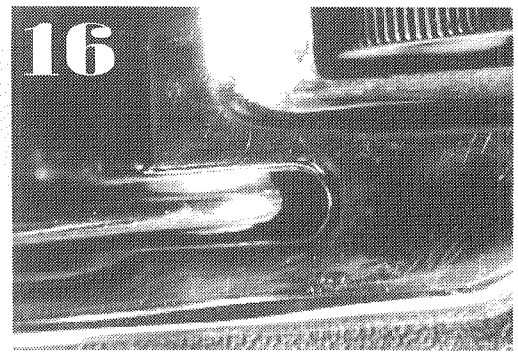

11

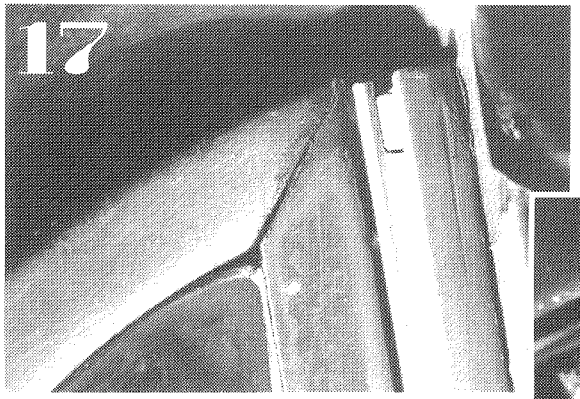

12

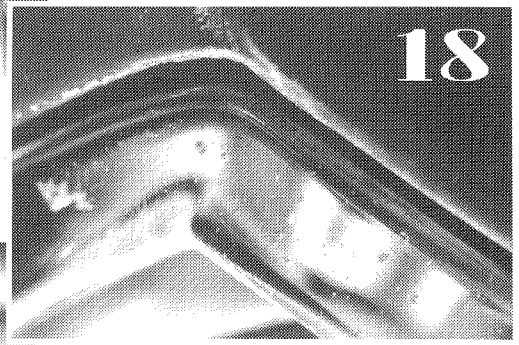

13

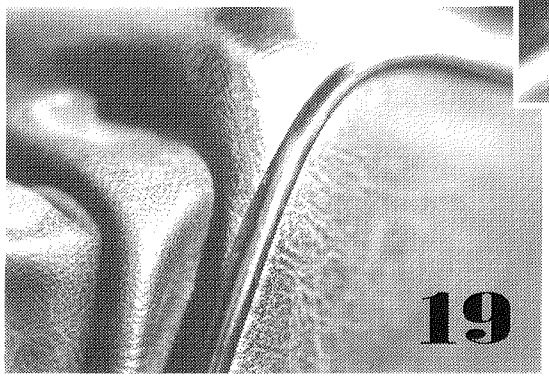

14

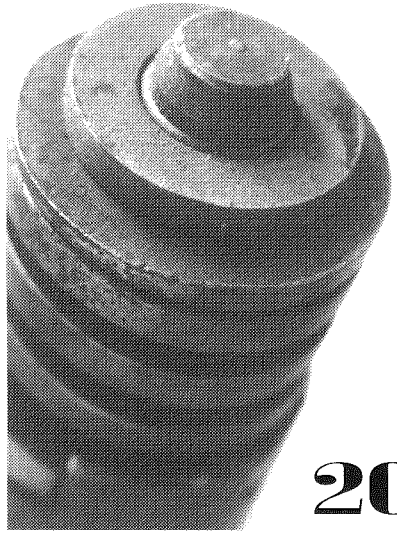

15


16

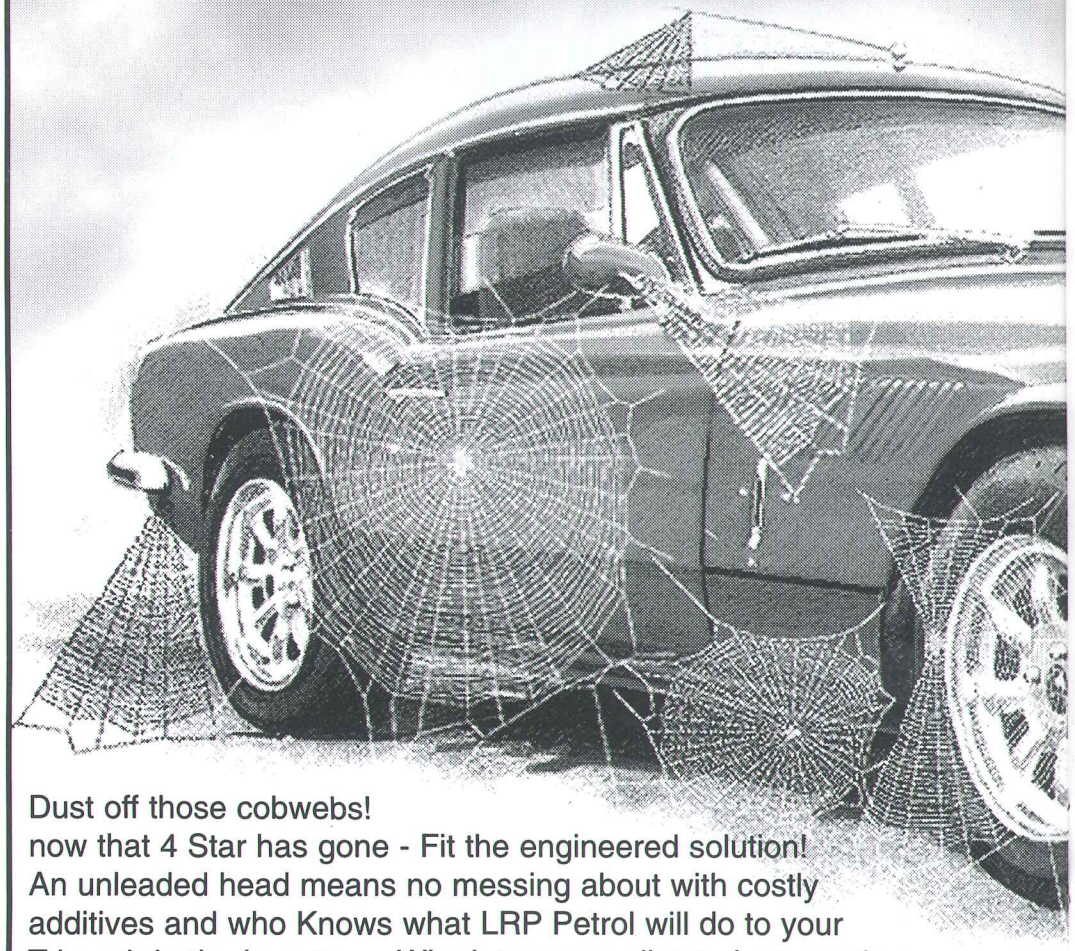

17


18


19


20

Millennium Proof?



Dust off those cobwebs!
now that 4 Star has gone - Fit the engineered solution!
An unleaded head means no messing about with costly additives and who Knows what LRP Petrol will do to your Triumph in the long term. Why let anyone dictate how or when you drive your car?. . . Unleaded Heads - Fit - Forget - Fuel up.

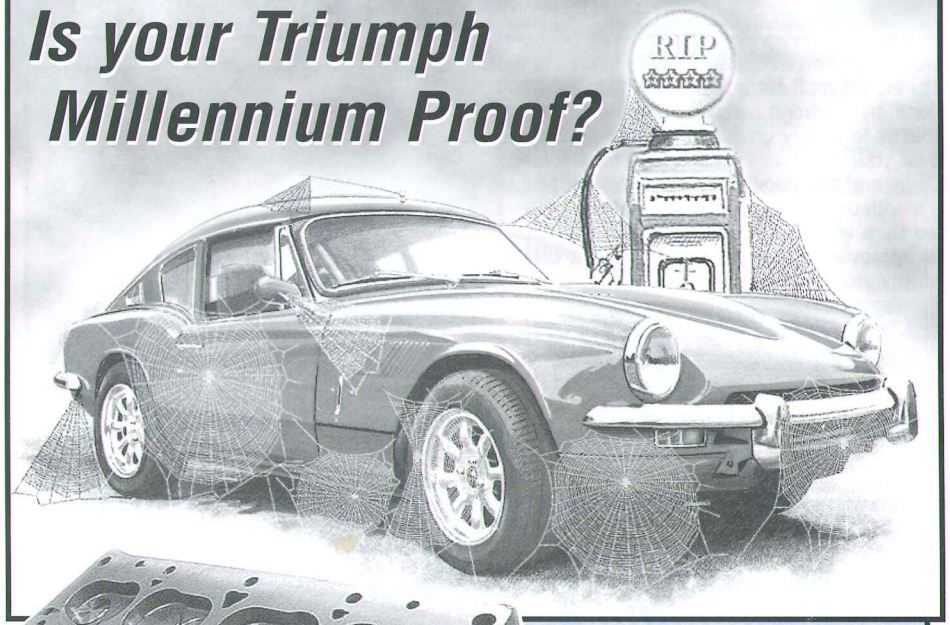
TSSC Offers

In Association with

EMS
ENGINE MACHINING SERVICES UK LIMITED
Europe's largest Classic Engine Re-manufacturer

BRITISH MOTOR HERITAGE APPROVED
Federation of Engine Re-manufacturers

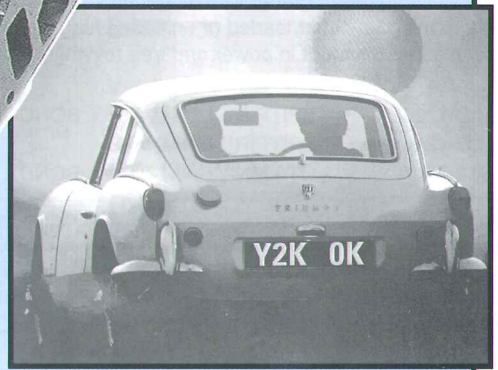
Is your Triumph Millennium Proof?





The 'ENGINEERED' Solution

TSSC Unleaded Heads & Engines
★ Fit
★ Forget
★ Fuel Up!



ORDERS HOTLINE 01858 434424
FAX HOTLINE 01858 469693

www.tssc.uk.com

TSSC OFFERS, MAIN STREET, LUBENHAM, LEICESTERSHIRE. LE16 9TF

Europe's Largest Classic Car Engine Re-manufacturer
EMS specialise in the Re-manufacture of classic car engines - it's that simple!

EMS
ENGINE MACHINING SERVICES UK LIMITED

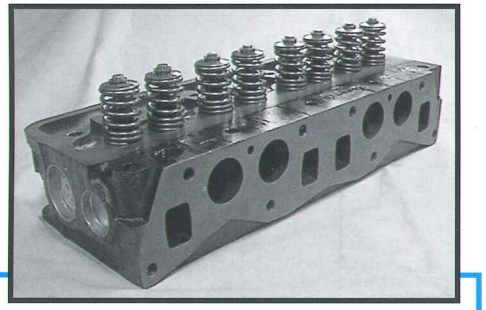
Why choose EMS?

Our aim has always been to provide an unrivalled quality product and service to the classic car owner. Because our engines are remanufactured with modern day equipment and set up to modern day tolerances, it is not unusual for one to last more than twice as long as the original unit.

We firmly believe you won't find better value for money elsewhere so please feel free to put us to the test.

The TSSC has taken a big step forward to ensure the survival of the Triumph marque well into the year 2000 and beyond, by securing a package for members that will enable us to supply unleaded cylinder heads and engines for your club car. This is a long term solution for club cars and the following heads will be available with a 6 month unlimited mileage guarantee.

Supplied by a well established and knowledgeable, Heritage approved company, to ensure that quality and reliability standards are met.



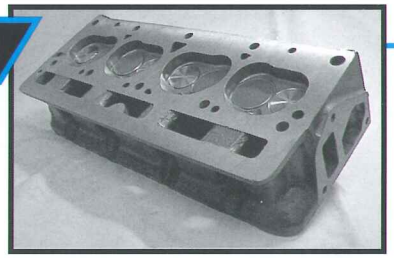
Standard Heads

HERALD 1200	SPITFIRE MK1/2/3	BOND	**£205.00 inc VAT**	plus £60.00 surcharge
HERALD 13/60	SPITFIRE MK4/1500		**£205.00 inc VAT**	plus £40.00 surcharge
VITESSE 1600/ Mk1	GT6 MK1		**£375.00 inc VAT**	plus £120.00 surcharge
VITESSE Mk2	GT6 MK2/3	BOND	**£295.00 inc VAT**	plus £120.00 surcharge

All heads are fitted with hardened exhaust valve seat inserts, special quality valves, new valve springs, and modified valve guides to increase lubrication and extend life.

Stage 2 Modified Heads

Available for the cars below, polished and ported to stage 2 specification. Fitted with new valves, valve springs and bronze valve guides, together with hardened valve seats to enable running on either leaded or unleaded fuel. Giving a noticeable improvement in power and free revving.



HERALD 1200	SPITFIRE MK1/2/3	BOND	**£385.00 inc VAT**	plus £60.00 surcharge
HERALD 13/60	SPITFIRE MK4/1500		**£385.00 inc VAT**	plus £40.00 surcharge
VITESSE Mk2	GT6 MK2/3	BOND	**£575.00 inc VAT**	plus £120.00 surcharge

BOTH TYPES OF HEAD ARE AVAILABLE ON AN EXCHANGE BASIS.SURCHARGES ARE LISTED NEXT TO EACH APPLICATION AND ARE REFUNDABLE ON THE SUBSEQUENT RETURN OF YOUR OLD HEAD WHICH MUST BE SUITABLE FOR RECONDITIONING.
HEADS NOW IN STOCK AT TSSC HQ!!

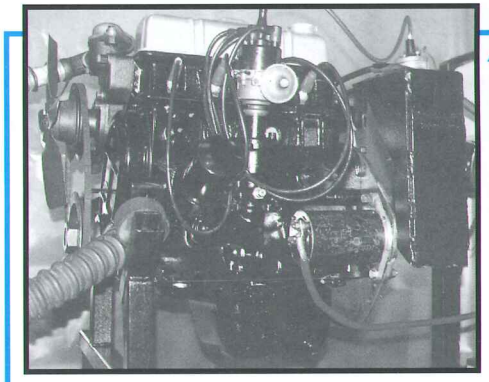
Head Gasket Sets

A complete gasket pack, which is essential when replacing your head.
4-Cylinder Cars **£30.00** 6-Cylinder Cars **£35.00**

UNLEADED ENGINES

NEW FOR 2000

We are now also able to offer members a comprehensive range of unleaded engines, remanufactured by E.M.S. to a standard second to none. All engines come with a 12 Month Unlimited Mileage Guarantee.



All engines are bench test run. Tests include: Oil pressure, cooling system pressure and cylinder compression tests.

Specification

- New Pistons, Rings and Gudgeon Pins
- Niteride Hardened Crankshaft
- New Main and Big End Bearings
- Full Balance of Crank, Conrods and Pistons
- New or Re-profiled Camshaft
- New Cam Followers
- New Timing Chain and Tensioner
- New Core Plugs
- New Oil Pump or Gear Kit
- New Spark Plugs

The above is not an exhaustive list, full specification sheets are available on request.
Ring 01858 434424 or fax 01858 469693
for your free specification sheet.

Surcharge Information

All engines are available on an exchange basis. Surcharges, listed next to each application, are refundable on the subsequent return of your old engine, which must be suitable for re-manufacturing

CARRIAGE

All engines are shrink wrapped and despatched inside a metal frame for protection during transit. A surcharge of £95 for 6-cylinder plus £75 for 4-cylinder cars will be refunded on return of old engine in the frame. **Carriage cost is £60 on all engines. This includes delivery of your new engine plus collection of your old engine and delivery frame.**

See Jan 2000 Courier for details on New 1600cc & 1700cc Spitfire engines

CAR	TSSC £	SURCHARGE
HER 1200	860	235
HER 13/60	860	175
SPIT MK1	860	235
SPIT MK2	860	235
SPIT MK3	860	175
SPIT MK4	860	175
SPIT 1500	785	175
VIT 1600	1950	350
VIT MK1	1315	235
VIT MK2	1260	235
GT6 MK1	1315	235
GT6 MK2	1260	235
GT6 MK3 EARLY	1260	235
GT6 MK3 LATE	1260	235
1300 STAGE 2	1245	175
1500 STAGE 2	1185	175
2 LTR STAGE 2	1890	235

STAGE 2 ENGINES ALSO INCLUDE: High Lift Cam, Vernier Power Pulley, Lightened Flywheel with New Ring Gear. Ring 01858 434424 for full spec. sheet.

NEW FOR 2000

Complete Rocker Shaft Assemblies

RE-MANFACTURED TO THE HIGHEST OF STANDARDS

TSSC Offers — MEMBERS EASY PAY SCHEME 0% INTEREST Staged Payments

TSSC Offers — 10% DISCOUNT WHEN ORDERING ADDITIONAL TSSC OFFERS PRODUCTS

4 Cyl Cars £42.50 6 Cyl Cars £54.50 P&P £10.00

ORDER FORM

ORDER INFORMATION

01858 434424

Using the price and product description fill in the TSSC order form . Send the completed form with either a cheque or postal order for the full amount including post and packing. **Please make cheques payable to TSSC Ltd.**

Main Street
Lubenham
Market
Harborough
Leicestershire
LE16 9TF

TELEPHONE ORDERS

www.tssc.uk.com

Please ring the orders Hotline number above-left between **9am - 5pm Monday - Friday,** Please have your credit card no., membership no., and delivery details ready when calling.

FAX: 01858 469693 Complete the order form with **Car/Year/Engine Size/ Engine No.** and also including your credit card no., and expiry date. Fax to the above number.

CAR (MODEL & MARK) | YEAR | ENGINE SIZE | ENGINE NO

QUANTITY	DESCRIPTION	PRICE

Carriage Rates — Cylinder Heads £20 — Complete Engines £60

POSTAGE £
TOTAL PRICE £

All Carriage rates include delivery and collection of your exchange unit

CUSTOMER DETAILS

CUSTOMER NAME | MEMBERSHIP NO.

DELIVERY ADDRESS

POSTAL CODE

DAYTIME PHONE NO. | FAX NO.

CREDIT CARD NO.

CARD EXPIRY DATE

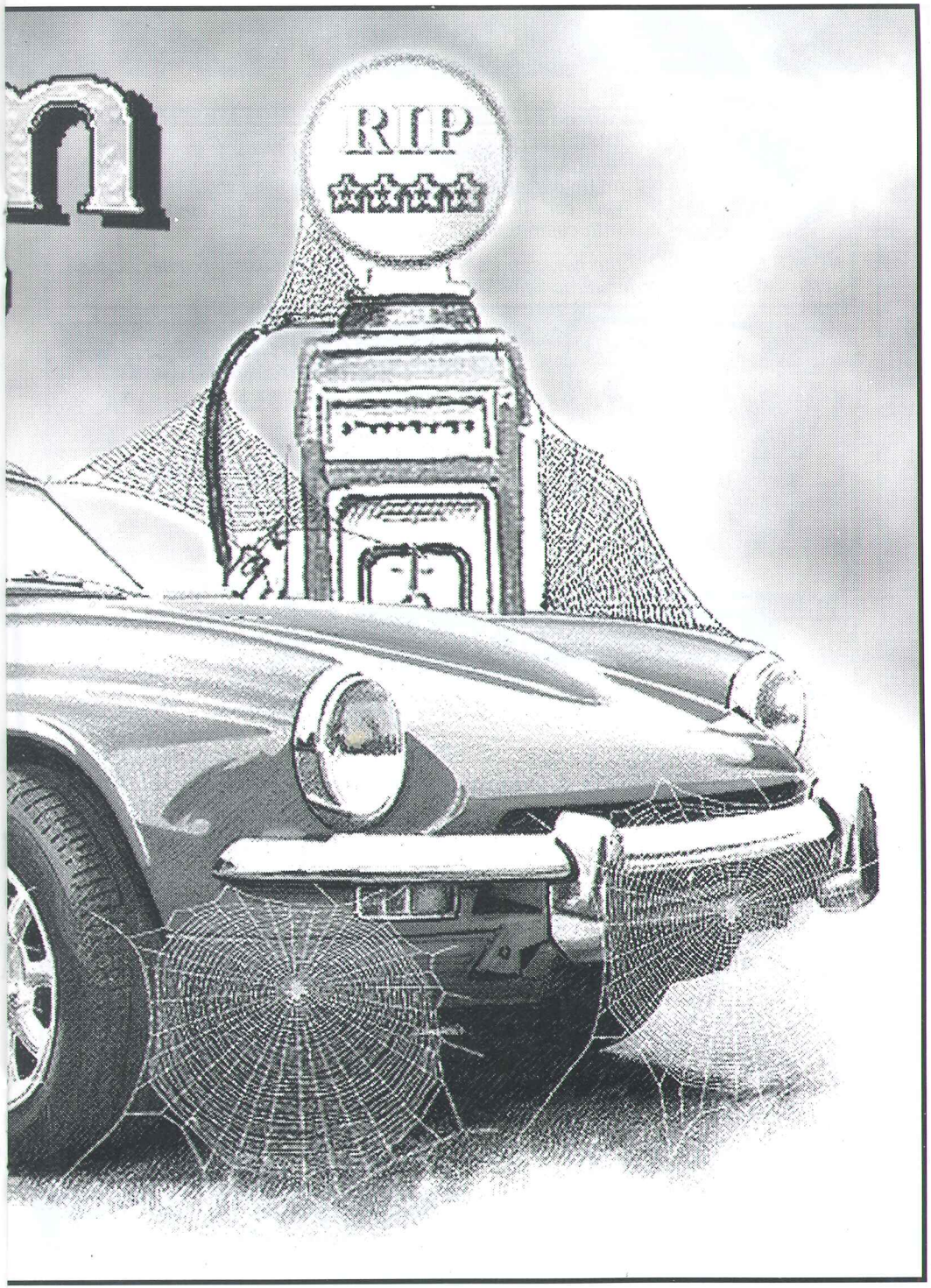
SWITCH NO.

CARD EXPIRY DATE | ISSUE NO.

I WISH TO PAY BY (TICK BOX): CHEQUE POSTAL ORDER

I HAVE ENCLOSED £

SIGNED:



TSSC OFFERS, MAIN STREET, LUBENHAM, LEICESTERSHIRE LE16 9TF

SEATS AND TRIM

TSSC Offers supply a range of high quality Corbeau replacement seats for Club cars. The new seats offer more support than your originals, as well as improving the appearance of your car. All seats are made to measure and come complete with custom fit sub frames.

NO HOLES TO DRILL - the new sub frames fit easily into the existing holes, and all come with backwards/forwards adjustment built in.

Classic Bucket Seat



BS100.....Classic Bucket (pair) inc. sub frames.... **£295.00**
BS100A....Headrests (pair).....**£65.00**

SUITABLE FOR ALL CLUB CARS

The seats come in black vinyl with the option of headrests. These seats are visually similar to early Spitfire seats but come in bucket form.

Alpine Bucket Seat

BS400 .....Alpine Bucket Seats (pair) inc. sub frames.....**£295.00**
BS400A ....Headrests (pair) **£65.00**

SUITABLE FOR ALL CLUB CARS

Using the same mainframe as the Classic Bucket Seat, but supplied with a black cloth centre panel, with black vinyl outer.



ALL PRICES INCLUDE VAT

GT Recliner Seat



BS300.....GT Recliner (pair)..... **£435.00**

SUITABLE FOR ALL CLUB CARS

An ideal replacement. Supplied in black nylon with adjustable headrests. Using the recliner you can adjust the seat to your perfect driving position. Overall a comfortable and supportive seat.

All of the above seats can be supplied with coloured PVC piping to match with the Club Trim Kits. Add £10 to order per seat.

ORDERS HOTLINE 01858 434424 FAX HOTLINE 01858 469693
www.tssc.uk.com

Exclusively developed for TSSC Members

TSSC Offers

Spitfire IV/1500 Trim Kits

CTK100 .....Standard Club Trim Kit Black Panels/ Black Piping **£85.00**
CTK200 .....Deluxe Club Trim Kit. Black/Tan panels/ your choice of binding colour. (Please state colours required on order form) **£95.00**
DTC100 .....Full clip set for fitting the above **£12.95**



Kit Includes:-
2x Door Panels.
2x Rear Wheel Arch Panels.
1x Petrol Tank Cover Panel.

Developed exclusively for Club Members, the new Club trim kit is now available for Spitfire IV/1500 owners. With a range of unique features.

- Door trim panels have carpeted lower sections and handy storage pocket at front.
- Available in black or tan vinyl finish with matching carpeted sections.
- Matching or contrasting bindings available in; Black, Tan, Red, Green, Blue or White.
- Can be colour co-ordinated with Club Hoods and Club Seating range.

Boot Trim Tidies

BT001....SPITFIRE BOOT TIDY (PAIR) **£42.95**
These new trims have proved very popular since their introduction and are constructed from high quality board finished with black vinyl.



ALL PRICES INCLUDE VAT



BT002 ....HERALD/VITESSE BOOT TIDY....**£45.95**
A superb new design ideal for storing toolkits and mapbooks etc. Also gives a great finishing touch to your boot, covering over the unsightly inner rear wing.

Designer Car Overmats



CM101 ....HERALD/VITESSE/BOND 4 piece **£25.00**
CM102 ....SPITFIRE/GT6 2 piece.....**£20.00**
Help to protect your carpets from dirt, general wear and tear or hide those embarrassing holes. Available in black fabric with car name embroidered into the cushioned heel pad. Improves the appearance of your interior immediately.

LOGOS AVAILABLE: SPITFIRE - HERALD - GT6 - VITESSE - BOND EQUIPE - TRIUMPH
PLEASE STATE CHOICE WHEN ORDERING

IVRs 2000

By Dick Plumridge

International Vehicle Register forms

"HERE'S TO THE NEXT THOUSAND IVRs!"

First, a giant Thank-you to everyone who responded to my November appeal for specific info on Hood colours relating to Trim colour; for info on narrow / wide-spaced wiper Vitesses; for BMIHT Certificates; and for IVRs, especially on certain recently-spotted Vitesses! Your response was tremendous: 30-40 various IVRs etc just in the first month. IVR totals now are 171 on early Vitesses, and exactly 900 on Mk2s - brilliant! It's still coming in as I write (late Nov), so I'll hold-off a detailed update for now on all those things till March, but there's been some very good stuff indeed! Keep it coming please!

But for January 2000, let's stop a minute and look at one big long-term aim of the scheme: to help Owners gather all the available History on their car - now, while it still **IS** available!

WHAT DOES THE CAR'S HISTORY MATTER?

Well. The funny thing is, for a while it quite likely doesn't seem to matter! But when the car starts to get to you - and they do - it may then strike you that actually it's the most irreplaceable bit of your car, and something you really want! And if you won't believe that can happen to you too, then you might consider just the "market" angle! (And what's good for the cars' value must help their survival.) Look at any "collectable" car. Cars that have somehow captured people's affections - as our cars have done. Ours are more than just "cheap cars that are easy to work on"! They're cars that spark memories. In particular I think for many people, ours are evocative of a far more carefree era! In the long term, what is it about one of these cars that will really count? Well, look towards those cars that are already 10, 20, 30 years older than ours, and see what distinguishes the desirable ones? It's those in decent rather than necessarily glittery condition, but crucially - genuine examples, with a History!

A lot of pressies we might give our cars really could wait - in fact often it's decidedly better to wait, and reflect! But where tracking-down that History is concerned, delay now is a bad idea. Past Owners, their documents, and Dealer records are all becoming lost to us. **ONCE WE LOSE TRACK OF THESE, THERE IS NO SUBSTITUTE!** There is just nowhere else you'll get that discarded folder of History, receipts and old photos, or hear that story about your car's holiday abroad back in the 60s or 70s! And again, funnily enough for something so valuable, it may cost you next to nothing - **SO LONG AS** it's still available!

It's easy to start, it's fun, it's cheap, it's intriguing, it's valuable, and the sooner you start the better it'll go. Besides, Winter's just the perfect time to kick this off!

The reply-letter to your IVR will help you whizz through the various sources quite easily, giving you all the contacts etc for your particular car, and that's really a great start. From there you can get on the track of more personal bits of your car's History - approaches to previous Owners, Dealers, etc, as you like. That'll be your option - but at least then you'll **HAVE** that option! (It'll be Spring by then, and your car will be feeling more sociable.)

The more you get into this, the more rewarding it becomes! The IVR itself is a doddle - you'll find the new, Form in this month's Courier. A Photostat copy is ok too!.

I hope you're persuaded it's worth ten minutes of your valuable time?

TSSC INTERNATIONAL VEHICLE REGISTER FORM

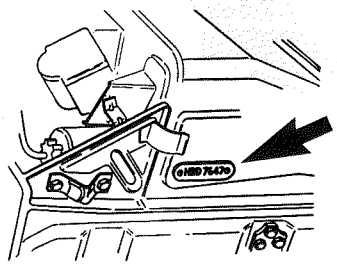
HERALD/VITESSE/GT6 OWNERS - YOUR FREEPOST IVR FORM!
PLEASE ADD YOUR CAR TO THE CLUB IVR REGISTER

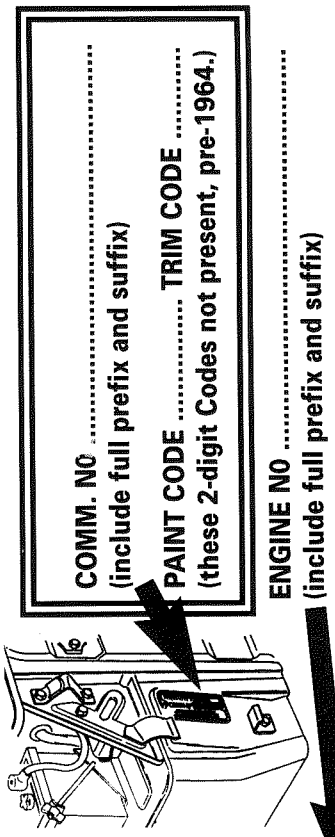
Please do give us these details legibly and carefully - esp. when reading difficult dirty digits from the Car - we record them all!! Thanks!

Name ..... Postcode ..... Memb No ...../..... Car Reg ..... Date ...../...../.....

1. IVR OUTDOOR SECTION

Please take these detail especially the **VITAL** Commission Plate data, off the Car itself as arrowed. Best take a rag!





2. IVR INDOOR SECTION

a) V5 Registration Document. (Note, Chassis and Engine Nos. may not be as above! please don't assume they'll match)

Date of Registration: ...../...../..... Colour: .....
Last Change of Keeper: ...../...../..... VIN/Chassis No.: .....
No. of Former Keepers: .....since ...../..... Engine No.: .....

b) Original Dealer. if you know? ..... Or (from BMIHT), Build/Despatch Dates? .....

c) If you can give photos, or copy documents (eg BMIHT Cert./Dealer receipt, etc) these too can be very helpful to the Register. Thanks!

Just send FREEPOST to TSSC HQ. Please mark the envelope: "IVR", adding "Vit" / "Early Her" / "13/60" or "GT6" (no Spits yet).
If you enclose two loose, 1st Class stamps, and a self addressed envelope, you'll receive back information on tracing your Car's history

PRESTIGE
World Renowned For Quality, Precision Fit and Attention to Original Detail

CAR HOODS & INTERIOR TRIM



PRESTIGE HOODS
When only the best will do

Take care when choosing a new soft top. Standards in quality, originality and most important standard of fit vary enormously between different suppliers. As market leaders you can be assured that Prestige Hoods are the finest available.

Massive Choice. Full details & brochure available

Prices include VAT	H/Duty Vinyl	Superior Vinyl	Duck	Stayfast	Mohair
Spitfire Mk.I to Mk.III fr.	£89.95	£108.95	£157.95	£187.95	£239.95
Spitfire Mk.III & Mk.IV zip fr.	£93.95	£118.95	£172.95	£202.95	£249.95
Herald / Vitesse fr.	£88.95	£108.95	£172.95	£202.95	£244.95
Tonneau Covers fr.	£68.95	£89.50	£104.95	£124.95	£159.95
Hood Covers fr.	£53.95	£67.95	£88.95	£96.95	£108.95

10% off Tonneau covers when purchased with hood

Complete Re-Trim Deals!

Prestige Classic Trim Range offers a wealth of new features and options when re-trimming your Spitfire. We have incorporated pockets into the door panels and the seat backs which offer useful additional storage space. Superb "leather feel" vinyls are used on all panels which also feature luxury carpet inserts along the bottom edge of the door panels.

Spitfire Mk.IV Prices include VAT

5 Piece trim kit
Pair Vinyl Seat Kits.
Original Quality Pile Carpet Set
Full Sound Deadening Kit **£316.30**
As above but with Leather seat kits **£426.11**
With Leather seat kits & 100% Wool Carpet set **£516.10**

Colour Schemes Black, Biscuit, Barley, Cream, Coffee, Nimbus Grey and Portland Grey

Seat Covers only
Vinyl Seat Kit fr. £88.95 pair. Leather Seat Kit fr. £195.95 pair.





5 Piece trim panel set fr. £74.95

SUPERIOR QUALITY CARPETS
Whole Interior with leathercloth bound edges

Available in Original De-luxe Pile or 100% Wool Pile, Prestige Carpet Sets represent the finest quality available.

Prices include VAT	Original Quality Pile	100% Wool Pile	Sound Deadening
Spitfire fr.	£84.95	£184.95	£41.95
Spitfire Boot fr.	£23.95	£75.95	£14.95
Herald / Vitesse fr.	£69.95	£149.95	£31.95
GT6 fr.	£105.95	£244.95	£51.95

Black, Autumn Leaf, Ochre, Racing Green, Navy Blue, Tudorwood Blue, Red, Grey & Oatmeal (100% Wool only)

10% off Sound Deadening when purchased with Carpet Set

WORLD WIDE MAIL ORDER
Head Sales Office, United Kingdom:
Tel: (0151) 643 9555 Fax: (0151) 643 9634
Germany 0130 81 42 90 *Bitte sprechen sie Englisch*
Prices subject to change without notice. Carriage extra.

PRESTIGE *Autotrim Products Ltd.* Oak Tree Place, Expressway Business Park, Rock Ferry, Birkenhead, L42 1NS, England

CARDINAL TRIUMPH SUPPLIES

MAIL ORDER SPECIALISTS

- *MASSIVE* stocks of Triumph spares new reconditioned and secondhand
- Computerised stock control
- Orders placed before 2.30pm normally leave the same day
- Superflex polyurethane bushes stocked
- Burr walnut dashboards stocked for Stag & Spitfire

FREE CATALOGUES



Our fully illustrated catalogues are free of charge for Triumph owners. Please phone, fax or e-mail for your copy.

Stag
TR7
Spitfire
T2000/2500 MK2

High Level Road Gateshead Tyne & Wear NE8 2AG
Tel: 0191 4785444
Fax: 0191 4784739
E-Mail cardinaltriumph@compuserve.com

CHISBON RESTORATIONS

UNIT 2, LOWER BARN FARM, QUAY LANE, BEAUMONT, ESSEX, CO16 0BB.

Small friendly company catering for all your requirements at very reasonable rates.
Phone for more details.

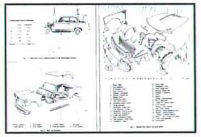


Tel : (01255) 862626

TRIUMPH Bookshop

TRIUMPH BOOKSHOP
MAIN STREET, LUBENHAM, LEICS. LE16 9TF.
Tel: 01858 434424 Fax: 01858 469693
e.mail: cluboffers@aol.com
http://www.tssc-hq.demon.co.uk/bookshop.html

Workshop Manuals

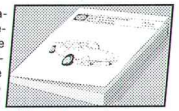


Originally compiled to assist Triumph distributors and car dealerships throughout the world in the efficient repair and maintenance of the complete Triumph range of cars.

All major areas of the cars are included in great depth, with exploded diagrams, clear pictures, and very easy to understand text.

Herald 1200	£25.95
Herald 13/60	£25.95
Vitesse '6'	£25.95
Vitesse 2ltr Mk I/II	£25.95
GT6 Mk I/II/III	£25.95
Spitfire 4/II/III	£25.95
Spitfire IV	£22.95
Spitfire 1500	£22.95
TR2/TR3	£29.50
TR4/4A	£28.95
TR5 (complete)	£38.00
TR6	£28.00
TR7	£32.00
Stag	£24.95
Dolomite Sprint	£32.95
2000/2500/2.5 PI	£27.95
1300 FWD	£15.95
1500 FWD/ 1500 T/C	£23.95

Parts Catalogues



These excellent catalogues are completely pictorial and give superb exploded diagrams of all the parts that make up your Club car. All of the original Triumph/BL part numbers are shown, which is a great help when trying to identify your own parts or to order new items from Triumph parts suppliers.

Herald 1200 (all models)	£22.95
Herald 13/60	£18.95
Vitesse 1600/2 Ltr Mkl	£22.95
Vitesse 2Ltr Mk II	£18.95
GT6 Mk I & Mk II	£22.95
GT6 Mk III	£18.95
Spitfire 4/Mk II	£22.95
Spitfire Mk III	£22.95
Spitfire Mk IV	£22.95
Spitfire 1500	£22.95
TR2/3	£23.95
TR4	£23.95
TR4A	£23.95
TR250 (TR5)	£23.95
TR6	£23.95
TR7	£25.00
TR8	£25.00
Stag	£25.95
Dolomite inc. Sprint	£33.95
1500 RWD	£15.95

Handbooks all £6.00



Contains in-depth information on
Routine servicing / Recommended lubrication
Care of bodywork / Running adjustments
Wiring diagrams / General specifications.
Plus much, much more.

Herald 1200/12/50
Herald 13/60
Vitesse '6'
Vitesse Mk I
Vitesse Mk II
GT6 Mk I
GT6 Mk II
GT6 Mk III
Spitfire Mk III
Spitfire Mk IV
Spitfire 1500
TR4/TR4A
TR250 (TR5)
TR6 -TR7 -TR8
Stag
Triumph 2.5 PI

General Interest

Guide to Purchase & D.I.Y. Restoration - Her/Vit/Spit/GT6	£22.95
Triumph Cars - The Complete History - Robson/ Langworth	£24.00
The Complete History Spitfire GT6 - Graham Robson	£16.95
SPITFIRE/GT6: Collectors Guide - Graham Robson	£16.95
The Works Triumphs - Graham Robson	£23.50
Complete Guide to HERALD & VITESSE - Mike Costigan	£16.95
Original Triumph T.R. The Restorer's Guide - Piggott	£22.75
Triumph TR4/5/6 Autofolio (much in colour)	£12.50

PRACTICAL CLASSICS RESTORATION

Practical Classics Restoration SPITFIRE (would also suit GT6)	£16.95
Practical Classics Restoration HERALD/VITESSE	£16.95
Practical Classics Restoration of TRIUMPH STAG	£16.95
Practical Classics Restoration of TRIUMPH TR6	£16.95
Practical Classics PANEL BEATING & PAINT REFINISHING	£14.95
Practical Classics METALWORKING	£14.95
Practical Classics AUTO ELECTRICS	£14.95
Practical Classics TRIM	£14.95

BROOKLANDS BOOKS

Vitesse/ Herald 1959/71	£9.95
Vitesse 1962/71	£9.95
Herald 1959/1971	£9.95
GT6 1966/1974	£9.95
GT6 Gold Portfolio	£14.95
Spitfire 1962/1980	£9.95
Spitfire Gold Portfolio	£14.95
Road & Track Triumph Cars '58/67 '67/74 '74/82 each	£9.95
TR2/3 1952/60	£9.95
TR2/3 Gold Portfolio	£14.95
TR4 & TR5 & 250	£9.95
TR6 Gold Portfolio	£14.95
TR7/8 1975/81	£9.95
TR7 Gold Portfolio	£14.95
Stag	£9.95
2000/2500	£9.95
Dolomite Sprint road tests	£9.95

NEW BOOKS

Triumph Herald and Vitesse
The Complete Story
Graham Robson £23.95

Triumph Spitfire & GT6
A Guide to Originality
John Thomason £23.95

Triumph 2000 & 2.5PI
The Complete Story
Graham Robson £23.95

Triumph TRs
The Complete Story
Graham Robson £19.95

Competition & Tuning



British Leyland Competition Preparation - Spitfire I/II/III/IV/1500 - 2ltr Cars - each	£6.95
Weber - Stromberg & SU Carburettors	£18.95
A Guide to Racing your Triumph Spitfire - Jon Wolfe	£7.50

PowerStop

BRAKE PRODUCTS

EBC KEVLAR DISC PADS

UPGRADE YOUR BRAKES BY FITTING THESE AMAZING PADS

- ZERO BRAKE DUST
- NO DISC DAMAGE
- STOPPING POWER UP BY 20% OR MORE
- NO WARM UP - INCREDIBLE GRIP FROM COLD AND RIGHT UP TO 550°C
- IDEAL FOR ALL CLASSICS FROM NORMAL ROAD USE UP TO TRACK DAYS/ SPRINTS/ HILLCLIMBS
- SUPERB QUALITY AND 100% BRITISH MADE
- COMPETITION PADS (UP TO 950°C) ALSO AVAILABLE

All our prices Include VAT + UK Postage!!

	ROADSPORT	COMPETITION
TR3A/4/5/6	£36.00	£53.00
TR7	£28.00	£50.00
TR6	£38.00	£65.00
SPITFIRE	£29.00	£40.00
STAG	£38.00	£65.00
HERALD 13/60	£29.00	£40.00
GT6/VITESSE 2.0	£36.00	£53.00
4 Pot Callpers	£50.00	£78.00

ALUMINIUM RADIATORS

Twice the effiency - Half the weight - Highest F1 quality fabrication
Alloy matrix (Mercedes/BMW) - Alloy tanks/fittings
Prices from £310 +VAT
Available for Spitfire - TR2, 3A, 4, 5, 6, Stag. Most others made to pattern
Please state make/model/year when ordering or enquiring

Mail order by:

FREEPHONE/FAX: 0800 028 4705 or 01608 646837
E MAIL: sales@powerstop.co.uk
POST: PowerStop Brake Products
Unit 3, Greystones Business Units,
Chipping Norton, Oxon, OX7 5XA.

WALNUT WHEEL

TSSC Offers

Suitable for all Club cars

EXCLUSIVE!

NEW FOR 2000

P&P £5.95



This new wheel is available exclusively through TSSC Offers and is an ideal replacement if you have a Burr Walnut dashboard fitted. All wheels are supplied with a fixing boss tailored to your car.

BWSW100 ....Burr Steering Wheel ..... £105.00 (13" Semi-Dished)

MOUNTNEY 'M'

P&P £6,95

'M' Range Classic Woodrim



A superbly finished Woodrim wheel with three polished spokes. Particularly suitable for cars fitted with a Burr - Walnut Dashboard

'M' Range Black Leather

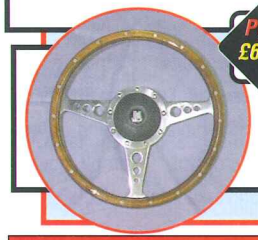


A high quality leather three spoked wheel which has an anatomically designed rim to provide superb comfort

M100 WOOD RIM 14" £105.00
MM200 BLACK LEATHER 13" £75.00

MOTO-LITA

P&P £6,95



SW100 WOODEN 13" FLAT.....£110.00
SW101 WOODEN 14" FLAT.....£110.00
SW102 WOODEN 14" DISHED £110.00
SW110 BLACK LEATHER 14" FLAT £110.00
SW111 BLACK LEATHER 14" DISHED .£110.00

ORDERS HOTLINE 01858 434424 FAX HOTLINE 01858 469693

www.tssc.uk.com

TSSC OFFERS, MAIN STREET, LUBENHAM, LEICESTERSHIRE LE16 9TF

International Liaison Secretary

Report by Léon Guyot

Hello everyone and Happy New Millennium, or have you heard that word quite enough times by now?

Whatever, here I am back again, you don't get rid of me that easily! I have had a rather busy time since my last report graced these hallowed pages, and had to put aside my Triumph interests for a while, but hopefully, now things will calm down a little. My Vitesse is safely in storage for the winter, sheltering from the nip of the frosty winter air, the dangers of black ice and the sharp teeth of the road salt...

I miss my Herald like I cannot believe, and am sad that I ever parted with it, although I know that it is in safe hands with Barry Clarkson up in Merseyside. Perhaps we'll see it again at Stafford 2000? All shiny and restored like it used to be?

OK, here are a few photos which I recently received from my friend Marty Lodawer of The Triumph Register of Southern California in the USA...





Firstly, If (some of) you cast your minds back to August 1993 you may recall that I and my friend Bob Rowland were lucky enough to be given the opportunity to drive a very beautiful Triumph Sports Six Convertible belonging to those wonderful Triumph people Steve and Janet Hedke of Los Angeles, from L.A. up to Vancouver, British Columbia, and back again via Las Vegas, well that was one hell of a memorable trip, which I will one day recount on these pages. (you can read about that car in Triumph World magazine issue no.15, Aug/Sept 1997). PHOTO ONE:

To jog your memories, here is a picture of it near Crescent City, just north of the incredible Redwood National Park up at the very top of California. This picture was taken on 14 August 1993, and yes, it was very hot and sunny! You may be able to see it's California front licence plate which reads '62 VTESS'





Anyhow, Steve and Janet had driven this beautiful car all over the USA, and had done about everything that could be done with a Sports Six, and enjoyed every moment.

However, nothing stays the same forever, and after having received an offer that he could not refuse, Steve was persuaded to part with the Sports Six. (Having parted with my Herald, I think I may now understand? maybe). The Sports Six has been replaced with an E-Type Jaguar restoration project, or as they would call it, 'an XKE'. I believe that they got the E-Type for almost the same money as they sold the Sports Six!!! Just try that in England...

Anyhow, to cut a long story short. The Sports Six ended up in Boston, Massachusetts with one Tom Leavitt (Lea Vitt): Wow, no wonder he bought the Vitesse!!! PHOTO TWO

Here you see it entering the field at the Vintage Triumph Register 1999 National Convention, which was held at Portland in Maine...great lobsters they say, from July 28 thru' August 1st 1999. Tom, seen driving the car here, has apparently invested a great deal more time, money and effort in the Sports Six. I am told that it has had another complete frame/chassis-up restoration! Wow, now it must be terrific, perhaps even as good





as mine! (perhaps) and it now wears a British style licence plate TL 955. PHOTO THREE

You can see the result for yourself in this photo on the show field at the VTR Convention. I note that the car still wears the enamel union flags on it's front wings that I gave to Steve back in August 1993. PHOTO FOUR

Here is one last shot from the VTR convention, showing a beautifully restored Herald (Triumph 1200) with a New York licence plate P56 1FW. notice the period American one-piece ACE Turbo spun aluminium hubcaps, and the 12/50 grille, correct on export 1200's of the period. There is also a fine Mayflower and a Triumph 1800 Roadster in shot.

Another very popular summer-time event in the States is the Triumph Roadster Factory Summer Party. The Triumph Roadster Factory is to American TR's more or less what John Kipping and Rimmers is to TSSC cars over here. I believe that it is held in July sometime and in 1999 took place at Indiana, PA. PHOTO FIVE

Here is a photo of a beautiful Sports Six Convertible wearing Virginia 1963 licence plate '326 119' The colour/color? scheme being strangely reminiscent of the other car above! I think this car may belong to the Jennings' from West Virginia? but I may be corrected on that...Please let me know Mr.Jennings as I have lost your address at the moment! PHOTO SIX

And then there's this one, also taken at the TRF Summer Party, depicting the same Sports Six together with a rather splendid 'Triumph 1200' Convertible. PHOTO SEVEN

And finally, here is a picture of a familiar summer scene, with ardent Spitfire enthusiasts engaged in that vital last minute show preparation! Remember, it can never been too clean!

Notice, if you will, that the nearest rocker box/tappet cover is red, the next one is blue and the third one gold, giving away the age of each car, as the colours changed year on year, as I have mentioned in earlier reports.

Until next time, take care with your cars and yourselves! It'll soon be showtime once more.

PS.Please send me some more material for these reports or I'll be forced to write endlessly about my Vitesse and my trips abroad, and I'd rather have some new interesting stuff from all of you!



Racing IOM

By Alan Pettit

RACING ON THE ISLE OF MAN

September saw the annual Manx Classic Races on the Isle of Man. This was to be my third attempt at beating the host of MG Midgets and Sprites which attend this historic motorsport extravaganza and complete in sprints, hillclimbs and races. This year there were five events over four days with also practice for the the races.



My Spitfire was ready in good time, having been tried out on various hillclimbs earlier in the season with the TR Register Sprint Championship and my expectations were high as the car was quicker than my previously entered Spitfire.

After scrutineering, there was practice for the eight lap Willaton Pursuit Sprint, where overtaking is allowed on a bumpy street circuit which forms part of the famous TT course. I was pleased to qualify fourth in the class out of twelve. It can be quite hairy at times and despite the GT6 brakes and up-rated pads, the brakes were boiling when I came in. Around 7 pm that night there was a sprint along floodlight Douglas Promenade with what seemed like half the town looking on. Here I was beaten into third place by a lovely Renault Alpine and a local Midget. The Class comprised about eight Midgets, an Elva Courier and some Minis.

The whole of the next day was spent at the Sloc Hillclimb, where again I was gutted to be pipped into third by 6/100s of a second on the last run. I was pleased with the way the car was going though with Yokohana tyres and a new gearbox and suspension set-up on the rear, giving much better performance than the year before.

Saturday saw the actual Willaston 'race' which I think is the major draw for many competitors. My lap times were improved on last year and I finished second in the class having diced with Minis, Cortinas and MGs for about twenty minutes! That evening was the prizegiving for the events so far and I tried hard to stay off the vino!

Sunday morning arrived all too quickly for the final day's play with a sprint and race meeting at Jurby Airfield which doubles as a race circuit. Here the Alpine blew his engine, enabling me to win the Sprint and finish second in the race despite having ruined the dynamo and broken the manifold. All in all, this is a fantastic week of sport and very sociable and friendly competition could only be improved by some more Spitfires!!

My car has a 1332 engine with as many glass fibre panels fitted as possible. The rules state only pre-1965 sports cars can enter, however there is talk that cut-off will be extended next year. Cars must be taxed and MOT'd but you can run aeroscreen and stripped-out interiors.

My car was much more competitive than in previous years and my thanks must go to Mark at Jigsaw Racing for his advice and competitively priced parts, which have certainly improved the car. I would recommend him to anyone considering building a competition Spitfire. Anyone wishing to know more about this event, please call me on 01892 665293 and let's see some more Triumphs over there next year.

On the road Again

By Mac Reynolds

Hi . . . and Welcome indeed to the century!



I hope your 'passing' of the Millennium was suitably spiritual (if you can remember it!). I'm writing this on 1st December in 'Alice Springs', C 37 deg., blue skies, not (very hot) sunshine!!! So I can't adjust to this 'Christmas' thing ... don't know where we are going to be yet ... (or for the Millennium) ... but I'm sure we'll be somewhere!!!



Down Under Triumph Spotting



Update: two dead Heralds ... and two alive and kicking Heralds ... on the road ... The first sighting was of an early 948 tucked away midst a banana plantation, just north of 'Coffs Harbour' ... The owner was not to be located but information supplied by the property's tennant was that many people had enquired if the car was for sale. In fact, I was greeted with the statement, "The car's not for sale!" and that the owner ran a Herald in Brisbane and kept this one for spares ... To be honest, there was little left that was salvageable ... engine gone ... all body panels past the point of no return! ... (Nice chrome bonnet handle!) ... The second sighting was in Byron Bay ... where to our surprise we almost got run over by this next Herald whilst crossing the road! Imagine our surprise when being tooted at and turning around to see a Herald heading for us!! After a couple more visuals ... as it passed us by ... it was eventually spotted outside the Post Office (after an E mail checking session), where the photo was taken. We waited ages for the owner to return but to no avail ... It had an interesting hood conversion (not a Tristan), with a row of poppers along the leading edge (see photo) and a superb sticker on the bootlid which read 'The Goddess is







climbing for me ... I will respect the Aboriginal culture. Besides ... An hour's climb in 40 deg. + seems a little foolish to me! A casual stroll around the base will suffice ... We have done Cairns ... (Barrier Reef snorkle), Darwin soaking up the atmosphere and sun ... Adelaide next ... then on to visit Graham McFayden (and Vitesse) in Perth - sometime after Christmas (possibly by train ... the Indian Pacific ... and the Greyhound bus return ...) ... Thinking of communications ... thanks for all your E mails ... Apologies for the delay in replying to some ... It all depends on the E mail availability in 'the Outback' ... and when we get a chance to access them ... On that note ... to anyone who wishes to write to me (foolish!!) it's easier and quicker to use my E Mail address than snail mail to my fathers ... My address is (as a reminder) macfreedom@hotmail.com It's quite often free to use your library internet ... or only a few pence in the great scheme of things ... Thanks for all your continuing support ... letters ... I'm a long way from home ... and miss you all ... and all things Triumph (lots!!!) especially my Vitesse!! Sob ... Sob!

Dancing'! She certainly looked like a well loved goddess ... The next ... 'on the road' sighting was in 'Rockhampton' (Rocky). Another red Herald 1200 Convertible (with the same, strange shaped conversion ... front poppers) running on a Queensland plate, 044 CJW, spotted on the 6th November. I was unable to get a photo as we were both in three lane traffic. I did 'toot' and wave! ... It bore a boot sticker 'I love Rocky'. The occupants did look a tad bemused being tooted and frantically waved at by a lunatic in an orange Kombie! ... And for the final sighting, a rather sad ... again early ... with chrome bonnet handle ... This time by the roadside just outside of Mackay ... Another example of 'too far gone' ... Open to the elements ... Such a shame ... (even the dash had been trashed!!) ... And here we are in Alice Springs ... Ayres Rock later this week ... no

So all it remains to say is, thanks ... take care ... cheers

Mac



Oh Sugar

By Guy Singleton

Now I've gone and done it - during the last month I have acquired three more Equipes - that brings the current total to seven plus two body tubs, plus a Series 1 Landrover - I think I need someone to say no!

The first is a 2 litre Convertible that needed to be moved quickly - it needs the rotoflexs rebuilding and a few other jobs for the MOT, then hopefully I will find it a new home. It has done quite a mileage with no doughnut 1/8" wear on the yokes!

The second is a 2+2 , the story on this goes back to the Sunshine (or downpour rally at Stanford Hall). I was talking to Mr Jarvis who mentioned that there was a 2+2 partly restored in Leicester. In October as I was going on holiday in the area I decided to drive back through Leicester, so I got directions, drove down the road, looked left and at the back of the drive I saw a cherry red 2+2 -and thought I bet I know that car - parked, walked back, registration 653UHY, my old car which I had bought when I was 18 and sold in 1988 when I lost the use of the garage. Anyway the car looked sound, paint very faded, doors in primer and rusty - I left a message to say please ring if interested in selling.

I then went back home - via the Club HQ - I've only been a member for 22 years and never been: Very worthwhile and I was made very welcome - especially as I got there at 4.30 pm on a Friday evening when most people are thinking HOME. Back to the tale: Once back home I looked through the card index Peter Jacklin had passed on to me, sure enough 653 UHY - Mark Dalzell, Leicester - the person I had sold the car to!! He rang back sometime later, and surprise surprise I bought it back. He had done a lot of work to the suspension etc. and replaced the fibre-glass floorpan with metal, but no longer had time to finish the work, the car was last taxed on October 1995. I then had a busy weekend fetching both cars - Marlborough - Deeside - Marlborough - Leicester Marlborough.

With the car home and a little fiddling plus a number of battery charges I got it going then discovered that the choke mechanism was seized - I had had trouble with this when I had the car!! But I could see that Mark had rebuilt



Essentially Equipe Show '99



Illustrating all the Body styles and variants all the pictures here were taken at the Essentially Equipe Show '99

the carbs. Anyway, with some difficulty, I got everything moving again. Great, sounds good. Gave the car a quick check for the MOT - replaced the washer bottle - non standard one-way valve not working quick look in the garage ... spoilt for choice! And cleaned the terminal on the numberplate light.

All that was needed for the MOT was realigning one headlight - great all ready for 2+2 motoring again must do something about leaks (again I remember this) as water is getting in around the front gutter but I will have to get the car in the dry for a bit in order to try and seal it.

The third car is a rolling rear body for a MkII 2 litre Coupe which Paul Bowden needed to move to make way for his expanding kit car collection - if anyone needs any parts please ring - the rotoflex will be used it the convertible.

Whilst on the subject of rear tubs Chris Johnson 01263 860591 is looking for a home for a 2 litre rear end. I attach the final part of the Bond details giving a breakdown of the numbers of the models produced, and paint colours. I assume from this that my convertible is Bahama Yellow not Saffron!!

Finally I have had a letter from Jeff Baker who has pointed out that his MkII 2 litre has production number V9/5421. This does not tally with the information in the last set of notes nor with Nick Witherspoons book, both of which give the last production number as V8/5431. He also mentioned that in Glass's Guide; this gives the last production number as VIO/5431 but gave the production date as August 1970 I suspect that the reason for the inseqential numbering is to do with the last few cars built at Tamworth by Reliant but if any one knows anymore please let me know. I hope you all had a good Christmas and will have a prosperous 2000.



EQUIPE PRODUCTION = 4.389 COMPRISING:

BODY TYPES.

GT4S	1,934	-	44%
2 Litre GT MkII (incl. conv.)	841	-	19%
2 Litre GT MkI	591	-	14%
GT4S 1300	571	-	13%
GT 2+2	444	-	}10%
Pre-production GT 2+2	7	-	}
2 Litre GT MkIII Prototype.	1		
	4,389		

GT 2+2 BODY COLOURS.

Standard White	105
Cherry Red	85
Conifer Green	63
Wedgwood Blue	60
Signal Red	37
Powder Blue	35
Opalescent Silver Grey	30
Dover White	24
British Racing Green	3
Phantom Grey	1
Slate Grey	1
	444

The 7 vehicles believed to be pre-production were: Signal Red, British Racing Green, Powder Blue (2), Dove White, Cherry Red and one possibly O.S. Grey.

GT4 AND GT4S 1300 BODY COLOURS (up to July 1967)

Standard White and White	846
No Production Records available	384
Golden Sand	358
Wedgwood Blue	208
Cherry Red	240
Conifer Green	162
Quartz Blue	60
Winchester Blue	60
Cactus Green	53
Signal Red	47

GT4S AND GT4S 1300 BODY COLOURS CONTINUED:

Royal Blue	32
Dolphin Grey	15
*Special Colours (See list)	12
Regal Red	11
Jonquil (Pale Yellow)	3
Fish Silver Grey	3
Not recorded	3
Grey	2
Zircon Blue	2
Gunmetal Grey	2
Prairie Beige	2
	2,505

*The following 12 colours were special order to customer requirements: Polychromatic Blue, Bronze, Blue Silver Chrome, Olive Green, Teal Blue, British Racing Green, Phantom Grey, Opal Granada Red, Oxford Blue, C?? Blue, F?? Green, 0?? Gunmetal.

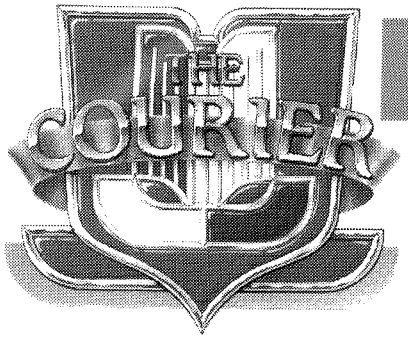
2 LITRE MKI, MK II AND CONVERTIBLE COLOURS.

The following have been extracted from sales brochures but production quantities are unknown: Signal Red, White, Dolphin Grey, Winchester Blue, Bahama Yellow, Manhatten Blue, Caribbean Green, Satin, Silver, Bermuda Blue and Prairie Beige.

MISCELLANEOUS INFORMATION. VARIANTS:

GT 2+2 with MkI Spitfire engine	448
GT 2+2 with MkII Spitfire engine	3
GT4S with MkI Spitfire engine	183
GT4S with MkII Spitfire engine	1,751
GT4S 1300 with MkIII Spitfire engine	571
2 Litre GT MkI	591
2 Litre GT MkII Saloon and Convertible	841
2 Litre GT MkIII Development Prototype	1
	4,389





READERS Write . . .

Unleaded Fuel

The article 'Fuel News' in the November issue of The Courier makes no reference to BP's lead free Four Star, nor do I recall mention of it in other articles or correspondence. It has been on sale at our local BP garage for some time now and arrived with no fanfares or advertising hype. It was as though BP were saying "Here it is, what's all the fuss about?" (I've no idea how good it is but I imagine BP have done their homework). Enclosed is a BP leaflet picked up from the local garage counter.

Incidentally, what is the official view of Originality of Club cars fitted with a modified 'unleaded' head?

Geof Cater
Havant, Hants

Dear Geof,

Thanks for your letter. We have seen the BP leaflet you enclosed and may I draw your attention to a paragraph from it:

" The vast majority of vehicles currently using leaded fuel will be able to convert to the ***new fuel*** *without any problems.* ***If however, you regularly drive your vehicle for prolonged periods at motorway speeds or tow heavy trailers, then you may need to have your engines modified specifically to run on unleaded petrol. "***

As most of us feel we drive sports cars and don't wish our driving style to be 'restricted' in any way, the Club feels that the 'Fit and Forget', 'Engineered' solution is the best and permanent answer to lead free fuel. I'm sure BP have done their homework but judging by the above paragraph they don't seem 100% confident in their product. We don't imagine they have selected a 30 year old Triumph to do their test on! Triumph, in fact, supplied modified unleaded heads for USA export so the heads that are modified could be arguably classed as original. The official view is ***'better an unleaded head than a dead head '*** *and in practice, the conversion restores the cars 'sale-ability' and, therefore, its value.*

Hope this clears it up.

Bernard
Editor

Websites for the 'Elite'?

Hopefully we speak for all area website designers in saying that Mary Rumens' fears of us as an elite society of "Techno-Wizards" withholding information from the masses are rather misguided.

The Devon Area website contains things that we could never hope to fit into our spot in the Courier every month (I'm sure Bernard thinks our reports are plenty long enough as it is!). We have a list of items for sale or wanted by local members, a "where are they now?" section, pictures of members' cars, mugshots of us at local area events, long-term events calendar, etc... which are intended to COMPLEMENT the Courier entries rather than to replace them. None of the information on our site is essential to members, and all important information (such as upcoming events) is published in our Area News a couple of months in advance. Other information, such as the items for sale or photographs, is freely available to all (not just "Techno-Wizards") at our regular meetings. Interestingly, Gordon's article on Herald seat refurbishment and his pictures of the Powderham rally published in the December Courier have been on our site for some time, but thought to be of wider appeal and sent in for publication.

The point of our website is to make interesting and useful information available to as many members as possible, even if they may choose not to attend our meetings. Hopefully, seeing pictures etc on the web will tempt more members to come to a meeting and meet us in person. Most people now have access to the Internet or know somebody who has, but we have no intention of keeping information out of the Courier. Just as you will see and hear more if you attend meetings, you may find something to interest you on our web site, even if you only look at it once at a friend's place or even a CyberCafe.

This is in no way intended as a personal attack on Mary Rumens (or any other non-web-using members). We just wanted to assure members about the purpose of the website.

Rob & Helen Northcott
Joint Devon AOs

Can anyone Help?

For some years I have been restoring a Spitfire 1500. Having completed the chassis and engine I started the body. Then came a change of job and a halt to the restoration!

I am now looking for somebody or organisation to fit various new panels and complete the body work. I could take it to a specialised body repair shop but the cost I suspect would be astronomic and they may not have my love for Triumphs which have ranged from a Standard Ten, Herald, and a 2000. My wife and I also hired a MkI Spitfire on our honeymoon in Jersey.

Does any member know of someone in Shropshire (or the West Midlands/Stoke on Trent) that may be interested in a paid, body only restoration project?

I still enjoy the Courier even though I don't have time for the practical work.

Neil Wilson
Tel: 01743 246005
E Mail: neil.wilson4@virgin.net

Can you lend me a hand?

It concerns the saga of the unfinished restoration of a MkIII Spitfire, given to me by my son-in-law three years ago, perhaps as a means of rejuvenation (I am 68).

The car ran well, but soon it was all too evident that the dreaded rust bug had taken up residence and was breeding quickly. Prompt action was indicated, but on closer examination the damage was worse than feared, so I decided to strip the car for renovation. After the car had been completely dismantled, I went to bed early and woke up next morning in hospital intensive care ward, having suffered a severe stroke during the night. Obviously my restoration was over for the time being, and the car now rests in the workshop, completely dismantled, although the engine, clutch and gearbox have not been touched and are still one unit.

I left hospital in a wheelchair, having lost the use of the left side of my body. I was also warned to accept that I might not be able, to walk again, although this prediction proved too pessimistic, and I can now get about again albeit slowly, and I still cannot use my left arm or hand, and have had to leave the car as it was. Now to the point of my letter. This made me wonder whether one of your local branches would be interested in helping to reassemble my selection of parts as a Club project. I cannot work, so could not afford professional garage help, but could pay expenses, and perhaps a contribution to branch Club funds in return. I already have most of the spares which would be needed, e.g. reconditioned steering rack, brake parts etc. and would get whatever else is needed. Most of the smaller items were stripped and repainted before my illness, so much work has been done, and it would be a pity to let the car go for spares or scrap if a way could be found to save it. Your members might find it more attractive to be able to work under cover, instead of lying in a puddle of rainwater, or a pile of snow at home. There is a good selection of tools, and they could also perhaps bring their own smaller jobs to do if they wished.

Perhaps you could help by giving me other ideas - or put me in touch with a local Club branch. I know that I am no great writer but at least it is different and some readers may find it interesting. I do hope that you can help save the Spitfire from cannibals or the scrap heap!

Derek Bate
Camberley, Surrey

I can be contacted on **01252-544816** if any further information is needed. If help is forthcoming I can write a happy ending.

and Wrote . . .

T.D.FITCHETT

SUPPLIERS OF TRIUMPH PARTS TO THE TRADE & RETAIL PUBLIC

MORE STOCK AVAILABLE MANY ITEMS STOCKED FROM NUTS AND BOLTS TO BODY SHELLS

CALL NOW

HERALD/VITESSE

Front lower valance 1200 O.E.	£100.00
Front lower valance 13/60 O.E	£100.00
Front lower valance Vitesse O.E.	£100.00
Herald 13/60 front panel 812 140	£42.00 each
1200 front wing - L/H, R/H, 805826/7	£85.00
13/60 front wing inc. rear strip, 713267/8	£67.50 each
Vitesse front wings	£75.00 each
Front wing 'D' plate 703627/8	£7.00 each
Herald/Vitesse door skins 901338/9	£45.00 each
Complete door assembly (902256/7)	£170.00
Sills 803070/803071	£15.00
Tread plate repair panel	£7.00 each
Stainless steel tread plate finishers Triumph logo	£16.00 pair
948 Herald/Vitesse rear centre valance	£37.50 each
1200/13/60 rear centre valance	£40.00 each
Inner front wheel arch, left hand/right 903 075/6	£31.50 each
Rear Outer wheel arch, 802845/6	£35.00
Front wing arch repair panel	£15.00
Rear wing arch repair panel	£15.00
Bonnet corner moulding 706161/2	£17.50 pair
All chassis outriggers/side rail/ boot extension	£13.50 each
Full white rubber bumper set	£80.00
Rear overriders (703708/9)	£31.50 each
Wheel arch to bulkhead seal 704033	£2.50
Bonnet catch (chrome) 607663	£20.50 each
Door hinges 607824	£15.00 each
Boot hinges	£23.50 per pair
R/H engine bay valance 1200 13/60 903155	£27.50
Door to glass outer weather strip	£5.75 each
Hoods vinyl inc. zip out window	£85.00 each
Hoods original ICI flame retardant	£130.00 each
Pedal rubbers 122289	£2.30 each
Set of 8 front suspension bushes (119451)	£10.00 set
Front Suspension Shim 122022	£1.25 each
Caliper repair kit inc. pistons type 12	£19.50 per caliper
Caliper repair kit inc. pistons type 14	£15.00 per caliper
Caliper repair kit inc. pistons type 16P	£25.00 per caliper
Caliper repair kit inc. pistons type 16PB	£25.00 per caliper
Recon exchange Caliper type 12	£45.00
Recon exchange Caliper type 14	£36.00
Recon exchange Caliper type 16P	£55.00
Recon exchange Caliper type 16PB	£55.00
Brake pads type 12	£9.50 a set
Brake pads type 14	£9.50 a set
Brake pads type 16P/16PB	£10.00 a set
Track Rod Ends	£6.00
Rear Shock Absorbers GSA 385	£17.50
Front Shock Absorber	£20.00
Herald Rear Leaf Spring 305945	£67.50
Herald recon exchange drive shaft assembly inc. shoes	£130 each
Herald/Vitesse Non Rotoflex Driveshaft	£55.00
Universal joint with grease nipple	£6.00
Herald new alternative Distributor (exchange)	£57.50
Vitesse Delco Distributor Cap	£5.50
Inlet manifold banjo bolt (145155)	£9.00 each
Herald oil filter GFE 119/150	£3.00
Herald O.E. Head Gasket	£6.50
Set of 4 SparkPlugs 1200 and 12/50	£3.50 set
Early Vitesse carburettor (Solex) front	£29.50
Vitesse 2 litre Q.H. Clutch Kit	£65.00
Clutch Slave cylinder 13/60	£45.00
Vitesse inner sealed beam light unit GLU105	£5.50 pair
Boot catch 611225	£8.50
Seat Belts (inertia type)	£45.00 pair

SPITFIRE MkI & II & III

Spitfire MkIII complete bonnet assembly	£558.12
Nearside/offside front wings 907154/5 903088/9	£58.00 each
Left/Right hand front outer wheelarch 903137/8	£35.00 each
Left/Right hand front inner wheelarch 706548/9	£35.00 each
Left/Right bonnet hinge tubes 811679/811680	£20.00 each
Spit MkIII side lamp mounting panel (910157/8)	£45 each
Door skins	£25.00
Battery box 806707	£11.50
Rear valance lamp panel 569900	£37.50 each
Spitfire MkIII bootlid steel 575787	£129.00
Dash top cover 706569	£25.00
Hard top rear screen 807499	£60.00
Vinyl hood MkIII inc. zip window	£85.00
Hood MkIII original ICI flame retardant inc.zip window	£130.00
Bonnet catch (chrome) 607663	£20.50 each
Rear lamp assembly 208532/217025	£27.50
Front competition road springs 209033	£25.00 each
Track Rod Ends	£6.00
Rear Leaf Spring 305894	£65.00
Recon Brake Caliper type 12	£45.00 exchange
Recon Brake Caliper type 14	£36.00 exchange
Original Head Gasket GEG314	£6.50
Distributor Cap	£3.50
Speedo cable GSD165	£9.50
Speedo cable Overdrive GSD113	£7.00
Front Valance Support Bracket 712567/8	£8.00

SPITFIRE MkIV & 1500

Front wings 909663/4	£23.00 each
Front wheelarch outer L/H and R/H 909351/2	£27.50 each
Front wheelarch inner L/H and R/H 909797/8	£32.50 each
Headlamp support panel assembly L/H and R/H 818871/2	£17.50 each
Front quarter valances offside and nearside (815391/2)	£45.00 each
Door skins	£25.00 each
Nearside/offside sill 903097/8 Non OE	£20.00 each
Nearside/offside sill 903097/8 OE	£30.00 each
Sill reinforcement panel L/H and R/H 806634/5	£6.00 each
Inner sill L/H and R/H 806638/9	£12.50 each
Sill end plate (front) 706422/3	£4.50
Stainless steel oversill kit	£39.00 kit
Stainless steel tread-plate finisher Triumph logo	£12.50 pair
Half floor L/H and R/H Deep Pressing	£60.00
"A" post lower panel filler L/H and R/H 706288/9	£10.00 each
Bonnet hinge pivot box (RKC362/3)	£28.50
Bonnet hinge tube R/H 911108	£35.00 each
Rear wing LH/RH repro	£87.50 each
Rear wing front repair panel	£9.50 each
Rear wing rear repair panel	£10.00 each
Spitfire rear lamp panel (716182)	£80.00
Rear valance 908970	£19.50 each
Boot floor	£55.00
Steel boot lid 911327	£150.00 each
Rear inner/inner wheelarch, L/H and R/H 725563/4	£44.00
Rear outer wheelarch 909661/2	£32.50
Windscreen aperture panel drip channel	£12.50 a pair
Windscreen rubber chrome insert (917248/9)	£32.50 per set
Hard top rear screen 819959/XKC3641	£45.00
Hard top rear screen seal 911040	£25.00 each
Door hinges 607824	£15.00 each
Exterior door handle L/H and R/H black YKC2837/8	£41.00 each
Window regulator L/H and R/H 911271/2	£29.50 each
Window regulator glazing channel L/H and R/H 706789/90	£35.00 each
Front outriggers 209398/9	£12.50 each
Oil pump TKC 1974	£29.50 each exchange
Waterpump 216939/GWP 128	£29.50 exchange
Late type water pump (viscous) UKC774	£35.00 each
Air filter assembly including filters 217822	£35.00 each
Oil filters GFE 119/150	£3.00
Heater valve 724021	£29.50 each
Front wheel bearing kit GHK1021	£12.50
Front Wishbone bushes 119451(set of 8)	£10.00
Front shock absorbers GSA364	£20.00 each
Front suspension vertical link and trunnion assembly	£56.00
Front suspension top ball joint GSJ155	£10.50
Stub axle UKC697	£14.50
Track Rod End	£6.00
Steering joint 142140/FAM 1718	£16.50 each
Steering lock 216449/UKC2719	£32.50
Rear wheel bearing kit GHK 1029	£13.50
Early/late rear drive shaft	£55.00 each
Recon Drive Shaft Assembly	£130 exchange
Rear shock absorbers GSA 385	£17.50
Transverse rear suspension leaf spring 159640	£67.50
Recon Brake Caliper type 14	£36.00 exchange
Brake caliper offside/nearside 159130/1	£53.00 exchange
Brake disc 209715	£14.50
Caliper repair kit inc. piston	£15.00
GIRLINGBrake master cylinder	£40.00 each
Handbrake front cable 121766	£3.00
Handbrake cable end fork (104749)	£2.00 each
Rear wheel Brake Cylinder .7 Diameter	£6.50
Rear handbrake lever 123135	£5.00
Clutch Kit 1500 Q.H.	£60.00
Clutch Slave Cylinder Gsy 103	£45.00
New Distributor 1500	£57.50 exchange
Recon. Distributor (1500) RKC 638	£47.50 exchange
Distributor cap MKIV	£3.50
Universal joint with grease nipple	£6.00
Dash top cover 815281	£25.00
Seat covering set. Brown cloth houndstooth material,complete car set OE	£95.00
Knee pad L/H and R/H 719391/719401	£12.00 each
Carpet set Black	£65.00
Gearbox Tunnel Retaining Plate 608383	0.95
Wheel arch to bulkhead seal 613666	£2.50 each
Hoods original ICI flame retardant inc. zip window	£130.00
Hood vinyl inc. zip window	£85.00
Inertia seatbelts with warning light wire	£45.00 per pair
Inertia seatbelts less warning light wire	£40.00 per pair

GT6

Bonnet assembly MkIII 913766	£600.00
Nearside/offside front wing Mk II 908113/4	£75.00
Nearside/offside front wing Mk I 907154/5	£58.00
R/H front overrider GT6 Mk I 710717	£25.00 each
Petrol tank cover board (Mk I and II) 710703	£20.00
Boot floor carpet MkI and II 810841	£17.50
Main carpet early Mk III new tan 819813	£29.50
Main carpet late MkIII new tan 822633	£23.50
Main carpet Mk III black 822631	£29.50
Quarter light seal front L/H 574098	£7.50
Rear quarter light seal L/H new tan MkIII 820613	£8.00
Dash veneer set Mk III 820073	£76.50
Courtesy light switch 627745	£1.75
Steering lock 216449/ UKC2719	£32.50 each
Seat Belts	£40.00pair
New crankshaft 308034	£95.00 exchange
Recon exchange water pump GWP201	£29.50
Clutch Kit Q.H.	£65.00
Clutch pedal and box assembly 217431	£25.00
R/H front suspension vertical link (209072)	£42.50
Front shock absorbers	£20.50 each
Track Rod Ends	£6.00
Rotoflex coupling 152273	£20.50 each
Recon Brake Caliper type 16P	£55.00 exchange
Recon Brake Caliper type 16PB	£56.00 exchange
Rear brake shoes Mkl and II and Mk III Rotoflex, GBS 750 OE	£12.00 set
Front side/flasher lamp assembly 155416	£20.50
Delco Distributor Cap	£5.50

PRICES INCLUSIVE OF VAT - Carriage extra.

Please quote original part number if available. It will help us to help you.

Complete range of overdrives built by ex-laycock engineer, POA.
Also complete range of coil suspension springs to fit all models £20.50

ALL MAJOR CREDIT CARDS ACCEPTED
PRICES CORRECT AT TIME OF GOING TO PRESS.
T.D. FITCHETT, FITCHETT (REDLAND) INDUSTRIAL ESTATE.
STATION HILL, OAKENGATES, TELFORD. SHROPSHIRE TF2 9JX.

TEL: 01952 619585/620434 **FAX:** 01952 610510.

JANUARY 2000

TRIUMPH SPORTS SIX CLUB AREA NEWS REVIEW

Plus

CLASSIFIED

CARS & PARTS

CONTENTS

- AREA DIRECTORY
- AREA NEWS
- CARS FOR SALE
- CARS WANTED
- PARTS WANTED
- PARTS FOR SALE
- ORDER/AD FORMS

COME & SEE THE CLUB DISPLAY at the 21st

TRIUMPH SPORTS SIX CLUB

FOOTMAN JAMES
BRISTOL
CLASSIC CAR
Show

10am - 5.30pm Daily

5th - 6TH FEBRUARY

Royal Bath & West Showground - Shepton Mallet

For Information: Colin 01179 691322

AREA DIRECTORY

JANUARY 2000

This Directory is published and kept up-to-date by the Area Liaison Officer so that Members may meet with other Members and enjoy the social side of the Club. Any Member is welcome to attend any meeting and take a friend if they desire. Most Areas have a full calendar of events and meetings throughout the year, why not contact your local Area Organiser and find out what's happening in your Area.

AREA DRAW WINNERS OCTOBER & NOVEMBER
DERWENT VALLEY & BELFAST
CONTACT HQ FOR PRIZES

SCOTTISH AREAS

29 CENTRAL & WEST
Jim Smellie:
07771 956643
Garfield House Hotel
GLASGOW
1st Thurs. Eves.

64 GRAMPIAN
Alastair Turnbull:
01561 361162
The Gordon Hotel
ALTENS, ABERDEEN
Last Thurs. 8pm.

65 LOTHIAN
Ian Robertson:
0131 5391402
The Fairemile Inn
EDINBURGH
1st Wed Eves./ 3rd Sun. Inn.12.30 pm

NORTHERN AREAS

80 CHESHIRE
Henry Jones:
01625 425845
The Cock & Pheasant
BOLLINGTON CROSS
1st Thurs.

75 CUMBRIA
TONY HOLLIDAY:
01946 830663
Crown Hotel
EAMONT BRIDGE
1st Sun. Lunch

17 MANCHESTER
Debra Walker:
0161 905 2037
Axe & Cleaver
DUNHAM MASSEY
1st Tues. Eves.

20 NORTH EAST
Andrew Dunning
Tel:01915485188
The Travellers Rest
(A691)Durham to Consett Road
1ST SUNDAY 8.30 P.M.

26 LANCASHIRE
Owen Horton
Telephone:
01772 732669
The Phantom Winger
BROUGHTON
Last Tues. 8pm.

77 WIRRAL
Andy Todd: 0151 339 4150
Sam Fields: 0151 353 8269
The Boat House
PARKGATE
3rd Mon.
Eves.

42 NORTH YORKS
Judy Teesdale
Telephone:
01904 656095
The White Swan
DEIGHTON
1st Wed. Eves.

43 SOUTH YORKS
Victor Thompson
01302 850740
Peter Willey 01226 745637
The Cock Inn
BARNSLEY
1st Tues. Eves

44 WEST YORKSHIRE
Giles Dive
Telephone:
01924 820924
The Black Bull
BIRSTALL
2nd Tues. Eves.

NORTHERN IRELAND

76 BELFAST
Colin Lindsay
01762 8409063
Glenava Hotel
NEWTOWN ABBEY
1st Sun. Lunch

AREAS CAN HELP FIND ELUSIVE PARTS AND PROVIDE ANOTHER PAIR OF HANDS FOR THOSE IMPOSSIBLE JOBS. HELP AND ADVICE IS ALWAYS AVAILABLE.

WELSH AREAS

37 NORTH WALES
Derrick Binning:
01244 543171
The Golden Lion, ROSSET
1st Tues/3rd Weds. Eves.

74 SOUTH WEST WALES
Claire Conway-Crapp: 01280 814928
Brian Morris: 01792 587204
The Gwyn/Y Polyn
HENDY/B4310 to PORTHYRHYD
1st Tues. Eves/3rd Sun. Lunch.

MIDLAND AREAS

72 BANBURY
Claire Conway-Crapp:
01280 814928
Crewe Arms
HINTON in the HEDGES
2nd Wed.

70 CANNOCK
Alison Turner
01785 605752
The Ascot Tavern
Longford Rd,CANNOCK
1st Wed. Eves.

66 DERWENT VALLEY
Don Heathcote:
01246 278149
White Hart
DUFFIELD
1st Tues. Eves.

16 LEICESTER & RUTLAND
Chris Gunby:
01509 814456
The Bell Inn/Griffin Inn
EAST LANGTON/SWITHLAND
1st Tuesday/3rd Tuesday

79 LINCOLN
Dave Toogood: 01529 455561
Calvin Andrew: 01205 358054
Oak Tree. Antons Gout Nr Boston
The Halfway House
A46 Swinderby
1st Tues/3rd Weds.

47 NORTHANTS
Jim Tilley
Telephone:
01536 790672
The Bell Inn
FINEDON
2nd Weds. Eves.

25 OXFORD
Andrew Webb
Telephone:
01865 863467
The Star/White Hart
STANTON ST JOHN/FYFIELD
1st Wed/3rd MON

78 SHROPSHIRE
Mark Baxter
Telephone:
01743 350074
The Fox Inn
SHREWSBURY
2nd Thurs. Eves.

22 STAFFORDSHIRE
Cathy Aston
Telephone:
01785 822157
George & Dragon
STONE
1st Wed. Eves.

40 WEST MIDLANDS
Tony Spicer:
0121 353 9961
Moxhull Hall Hotel
SUTTON COLDFIELD
2nd Tues. Eves./
Last Sun. Lun.

60 WORCESTER
Barry Minett-Smith
Telephone:
01242 522973
Rose & Crown
SEVERN STOKE
1st Mon. Eves.

EASTERN AREAS

08 ESSEX
Paul Day:
01708 869417
The Woodman/The Lakeside Lodge
STANFORD RIVERS/WEST THURROCK
1st Sun Lunch/3rd Mon. Eves.

19 NORFOLK
Joe Craske:
01493 728764
The Cottage
THORPE ST ANDREW
1st Mon. Eves.

52 PETERBOROUGH
Richard Gillham:
01733 327412
Bertie Arms
UFFINGTON
2nd Mon. Eves.

45 SUFFOLK
David Aspinall:
01986 895387
The Magpie
STONHAM PAVA
1st Mon. Eves.

DIRECTORY CHANGES TO AREA LIAISON OFFICERS
ANNIS GREEN
TEL: 01226 745637
VIVIEN THOMPSON
TEL: 01302 850740
E-MAIL:
VTHOMPSON@IVYCOTTAGE17.FREESERVE.CO.UK

SOUTH EAST AREAS

07 EAST BERKS
Paul Enderby:
01628 783211
Seven Stars
KNOWL HILL
2nd Tues. Eves.

50 SOUTH BUCKS
Tony Lancaster:
01494 890272
Ring for Details
3rd Wed. Eves.

59 CANTERBURY
TIM SCRIVENS :
01233 812616
The Granville
Hythe Rd CANTERBURY
1st Tues. Eves.

09 GATWICK
Richard Stubbs:
01737 221427
Cowdray Arms
CRAWLEY
1st/3rd Mon. Eves.

48 HANTS & BERKS
Craig Gingell:
01256 841505
The Jolly Miller
SOUTH WANBOROUGH
1st Tues./3rd Thurs. Eves.

11 HANTS & SURREY
Mark Bland:
01252 687988
Potters Bar
MYCHETT
2nd Mon. Eves.

12 HERTS & BEDS
Mandie Hollingworth:
01462 814051
The Bull Inn,
Whitwell
1st Wed 8pm

62 ISLE OF WIGHT
Garth Jupp:
01983 872913
White lion
ARRETON
Last Tues. Eves.

15 WEST KENT
Mary Jenner:
01959 562829
The White Hart
Tonbridge Road
SEVENOAKS
1st Mon. Eves.

14 MID KENT
Colin Jackson:
01634 246205
THE WEALDEN HALL
London road
LARKFIELD
1st Wed. Eves.

53 S.E. LONDON
John Macrow:
0195 9515448
Steve McDonnell:
01689 829231
Anchor in Hope
SHOOTERS HILL
2nd Monday Eves.

21 NORTH LONDON
Philip Willcocks
01727 823862
0181 4496153
Cock & Dragon
COCKFOSTERS
2nd/last Mon. Eves.

82 NEWBURY
Dave & Mary
Rumens
01635 868640
The Spotted dog
COLD ASH
2nd WED. Eves.

33 SOUTHERN
Colin Jordan:
01489 579631
The Green
WICKHAM
1st Tuesday.
Eves.

46 SURREY
Tom Langley or
Karen Chignell:
0181 8733022
The Wellhouse Inn,
KINGSWOOD. A127
4th Wed. Eves.

57 SUSSEX
Martin Marrison
Telephone:
01444 450941
The Kings Head
CHAILEY
Last Tues. Eves.

35 THAMES
Tracy Crewes:
01344 885541
The Swan Inn
Moor Lane
STAINES
Alternate Thurs. Eves.

SOUTH WESTERN AREAS

02 AVON
Neville Carr:
0117 975 9640
Blathway Arms / The Priory
Bath Racecourse / Portbury
1st Mon. 3rd Tues

03 CORNWALL
Steve Gray:
01726 70182
Plume of Feathers
MITCHELL
Last Thurs. Eves.

04 COTSWOLD
Colin Murrell:
01179 691322
The Victoria
East Ington
NR STONEHOUSE
2nd Thurs. Eves.

06 DEVON
Rob & Helen Northcott:
01822 890635
Gordon Hill: 01392 668577
Kes Tor Inn/ Cawick Barton Inn
MANATON/ EXETER
1st Sun. Lun./3rd Wed. Eves.

51 DORSET
Nick James
Telephone:
01935 824670
Rose & Crown
BRADFORD ABBAS
Last Tues. Eves.

32 SOMERSET
Sean Jones
01278 421628
The Black Brook
Ruishton
TAUNTON
Last Thurs. Eves.

31 SWINDON
Shaun Ogbourne
Telephone:
01666 510579
The Black Horse
WANBOROUGH
1st Thurs. Eves.

39 WESSEX
Trevor Carlyle:
01202 548582
Bournemouth Flying Club
HURN AIRPORT
3rd Tues.
Evenings.

81 FOREST OF DEAN
David Royle:
01594 563411
Courtfield Arms
LYDBROOK
3RD THURS. Eves.

OVERSEAS AREAS

AUSTRALIA N.S.W.
Carl Grady:
150 Garden St
North Narrabeen
N.S.W. 2101
00 6129707848

BELGIUM
Stefan Vandendijk:
Luikersteenweg166
Tongeren
Limberg 3700
00 32 12 23 34 76

CANADA
David Stock:
R.R.1.,
Picton
Ontario
K0K 2T0

DENMARK
Jens Conrad:
Parkvaenget 6
8600
Silkeborg.
0075 86 82 31 51

FRANCE
Ivan Souverain:
41 Square Frances Jammes
78890 Elancourt
00 33 1 30 62 06 80

LUXEMBOURG
Jean Claude Cigrang:
26 Rue Des Cerises
L - 6113,
Junglinster.
00 35 27 82 65

GREECE
Nikolas Lekakis:
ATH. Diakou 94
Varibobi - Ahames
Athens T.K. 13671
00 30 1 8078921

GERMANY
Hans-Georg Stumpf:
Elsflether Weg 4
13581,
Berlin.
00 49 30 3328289

ITALY
Luca Bellinello:
Via Levico 5
45100
Rovigo
00 3942525315

NETHERLANDS
Guus Van Der Krogt:
Emmastraat 20
6862 GT
Oosterbeek
00 31 26 3332797

NEW ZEALAND
Dayle Montgomery:
118A Archibald Rd.,
Kelston,
Auckland.
00 64 9 818 6620

NORWAY
Andreas Jaunsen
Frydenbolien 6
N 5031 Laksevag
00 47 55 346520

PORTUGAL
Antonio Cabral Afonso:
Urb. Portela Lote
180-52-Dt2
2685 SACAVEM
00 351 1 9433002

SOUTH AFRICA
TBA

SWEDEN
Odd Hedberg:
Pomonagatan 4
S - 742 36
Osthammar
00 46 173 17131

TASMANIA
Alan Donohue:
198 Mount Road
Ridgley,
7321.
00 61 004 35 77 70

U.S.A. - NW
Dave Eaton:
408 Revere Court
Lacey, Olympia,
Washington 98503.
00 1 360 459 1919

AREA ORGANISERS REGISTRATION FORM 2000

It is a requirement of the Triumph Sports Six Club Limited that all Areas operating under the name of the Club shall duly elect and second a representative to be known as Area Organiser. The term of office to be for one year from **1st January 2000 to 31st December 2000,** unless a duly elected substitute be registered during that time.

I ..... Membership Number: ...../.....
wish to register ..... Area Area Number:.....
with the Triumph Sports Six Club for **2000.**
My address is:.....
.....
Postal code: ..... Telephone Number .....
Signed: ..... Date:.....
Meeting Place: .....
Address: .....
..... Day/Time: .....
I ..... Membership Number: ...../.....
second ..... as .....
Area Organiser for **2000** Signed..... Date:.....

Any amendment to Area Registration details through the year **MUST** be notified to the Area Liaison Officer so that the Area Directory may be kept up to date. This form to **be RETURNED BY 31ST DECEMBER, 1999** to:

Annis Green
TSSC Area Liaison Officer,
65 Sheffield Road,
Birdwell, Barnsley,
South Yorks S70 5XF.

Millennium Winter Weekend

21st - 22nd - 23rd JANUARY 2000

THE FOSSE MANOR HOTEL

Stow on the Wold



£120.00 per person.

FRIDAY 21st. Arrival at the hotel in the afternoon or early evening. Rendezvous with members in the bar, or the lounge before enjoying your dinner from the hotel's really excellent house menu. After dinner gather in the bar or lounge to renew old, and make new friendships.

SATURDAY 22nd. After breakfast, a driving excursion in your Triumphs (hopefully) to a place of exceptional interest. The afternoon is free to do your own thing.

SATURDAY EVENING. Dinner party complete with special attractions.

SUNDAY 23rd. After breakfast, a stroll in the surrounding countryside to clear the head and improve the constitution before returning to the hotel for a buffet lunch. Farewells and departure in the early afternoon.

IN ADDITION TO THE ABOVE. The hotel management is offering a reduced rate of £40.00 per person for Dinner, Bed and Breakfast, to any member wishing to stay on either **Thursday 20th OR Sunday 23rd.** Please complete the form below and send a deposit of £50.00 per room, cheques made payable to TSSC ESSEX.

NAMES..... MEMB. NO...../.....
ADDRESS.....
.....
SINGLE ROOM ☐ DOUBLE ROOM ☐ Double/twin beds ☐
ADDITIONAL NIGHT
FAMILY ROOM ☐ NO. OF CHILDREN ☐ THURS 21 ☐ SUN 24 ☐

RETURN TO: David Bird, 18 Micawber way, Chelmsford, Essex. CM1 4UG
Telephone: 01245 441819
Please send SAE if reciept required. Book early to avoid dissapointment

TRIUMPH WORLD

The magazine for all Triumph car owners and enthusiasts

From pristine, original specification restorations to highly modified cars, from those in regular daily use to rare factory prototypes – *TRIUMPH WORLD* features them all. Every issue also contains plenty of practical advice about keeping your Triumph on the road where it belongs. Plus there is news and views about the current Triumph scene, event coverage, historical features and so on. Something for everyone!



ON SALE AT ALL GOOD NEWSAGENTS

GET THE LATEST ISSUE DELIVERED – POST FREE!*

Send £3.25 to: Triumph World (Dept TSSC), CHPublications Ltd, PO Box 75, Tadworth, Surrey KT20 7XF, UK. Tel: 01737 814311. Fax: 01737 814591. email: triumphworld@chpltd.com website: www.chpltd.com. Cheques payable to CHPublications Ltd. (Overseas orders: £4.00 surface mail, £5.00 air mail). Visa/Access/Mastercard/ Eurocard/Switch/Delta accepted.

* UK readers only

ORDER FORM Ref: TSSC

Please send me the latest issue of *Triumph World* magazine

Name: _____

Address: _____

_____ **Postcode:** _____ **Country:** _____

Send to: Triumph World (Dept TSSC), CHPublications Ltd, PO Box 75, Tadworth, Surrey KT20 7XF, UK

BRITISH MOTOR HERITAGE APPROVED

JOHN HILL'S EST. 1966

SPITFIRE GT6 HERALD VITESSE

18 Arden Business Centre, Arden Road Alcester, Warks, B49 6HW

Tel: 01789 400449 **Fax: 01789 400708**

- Do you need a supplier who can supply spares for your Spitfire, GT6, Herald or Vitesse then why not try us at "John Hill's".
- From the smallest nut and bolt to engine/gearbox spares to suspension components to Body Panels to Interior Trim, if it's available we can supply you.
- Of course not all parts are available new, so we may be able to assist you from our range of second hand spares.
- 50 Page Triumph Catalogue & Price Supplement available on request, please phone for details.

Opening Hours: Mon to Fri 9am to 5.30pm & Saturday 9am to 3pm

E-mail: woody@johnhills.co.uk **Web:** www.johnhills.co.uk

It's one way of saying you belong.

The Triumph Sports Six Club Credit Card could present a great opportunity for you to save money, and at the same time it's an opportunity for the TSSC to raise money.



When you switch to the TSSC credit card a contribution will be made to our funds, with further amounts every time you use it. These contributions are made directly by MBNA, the bank that issues the card, so there's no extra cost to you

just a thank you from us.

- 5% discount on TSSC merchandise on approval
- No annual fee
- Low interest rate of 18.9% APR (variable for purchases)
- FREE card registration
- FREE additional insurances
- No liability on lost or stolen MBNA cards
- FREE 24 Hour Customer Satisfaction Helpline
- Accepted at over 12 million places worldwide

The Triumph Sports Six Club Credit Card is issued by MBNA International Bank Ltd., Chester Business Park, Wrexham Road, Chester, CH4 9QQ. Credit is available subject to status, only to UK residents aged 18 or over. Written quotations available on request. For your security telephone calls may be monitored and/or recorded.

For further details and a Priority Request form, call FREEPHONE:

0800 776 262

Quoting Reference TK74

AVON . . . BELFAST
SOUTH BUCKS . . . COTSWOLD

AREA NEWS REVIEW

AVON

And now,the end is near,I come to face the final curtain.....

Well,that's it then, I am no longer your AO. After three years of doing it, the honour has been passed smoothly over to Colin. I hope that you will give him the support and encouragement that you all gave to me and I mean that most sincerely folks.

The Blathwayt was fairly quiet this month with only about twenty or so of us there. Les and June (sorry about what I said about you in last month's report, it should have read Jack and Vera Duckworth) provided a really evil quiz that had most of us racking our brain cells. Mike was the eventual winner with 18 out of a possible 24, closely followed by Tim with 15 1/2. It was all about classic car makers but with clues like Cliff Richard (Singer) and Crikey oh ! (Riley) a few gave up but when the answers were read out it all made sense. We welcomed Martine and Tim along for their first time and hopefully gave them a remedy to cure the leak in the boot of their Spitfire. It seems that Martine has a fetish for Vaseline and likes nothing more than to caress her chrome wire wheels with the stuff; well you would as well if you used the car daily, it really does keep them clean and rust free. More wonderful prizes were in the raffle. Paul won the indoor boomerang, Chris won the Gin bubble bath and Matt had the 'all over body condom'. Whatever next?

Looking ahead to 2000 a.d. we will be having a Club stand at the Bristol Classic Car show at Shepton Mallet showground on **Feb 5-6th**.TSSC HQ will be coming down so if there is anything that you require from the Accessories Catalogue you can pick it up at the Club stand and save on the post and packing. Phone John Muggleton at HQ to take advantage of what the latest special offers are.

Have yourselves a very happy Christmas and all the best for the New Year. Soon we will all be MILLENNIUMAIRES

I did it MY WAY

Nev

BELFAST

By now, Christmas should be a happy memory and this Millennium nonsense is yesterday's news. I trust you all had a good one, and let me wish you all the best for the remaining 51 weeks of the year 2000.

Assuming, of course, that the World didn't end on December 31st... As you should know by now, the good ship Area 76 sails ever onward under a new Captain - yes, I did volunteer, and perhaps the simple fact that I don't know what I have let myself in for softens the blow somewhat. Our thanks to Alistair for his efforts in what was undoubtedly a difficult year for him, particularly with the death of his father and I hope he will keep in touch and maybe one day return to the fold.

Sunday's AGM was the poorest attendance that I have ever seen for such an important meeting in our Club calendar. Perhaps the fact that I myself didn't know that it was the AGM until I turned up had something to do with it, but this implies that either members didn't want to attend because it was the AGM, or were not intending to attend the monthly meeting anyway. There is no denying that the Club has gone through difficult times recently. Members have drifted away through boredom, through inactivity, through lack of information, and through offence. A lot of this was aired on Sunday: "He left because ... they won't come back because ...". They say a new broom sweeps clean, and I intend to try at least once, but I need YOUR help to identify the problems. I have applied for a membership list from HQ, and once it arrives I intend to circulate a questionnaire among members. This will be anonymous, and I want it to be truthful and sincere. We must decide what YOU want, or don't want, from the Club. I need feedback - problems, runs and events - and the results will be acted on in true democratic style. If you want to, phone me and air your grievances. I promise you I will listen. I was saddened to hear that many of those I regard as Club stalwarts had drifted away, and I want to stop the rot long before this Area disappears altogether.

It has been suggested that the Club meeting should be moved to the second Sunday in the month, in order to ensure that members have received their Courier before attending. The location has also been discussed - should we change to a more central site? Feedback please. The Christmas Dinner has been set for **Saturday 26th February 2000**, in the usual location of Carmicheal's, Holywood. Attendance is always good - keep it that way!!

Muse of the month goes to Alan Coon for this thought provoking moment at the AGM: "Why are jam sandwiches now German Battenburgs?" Runner up has to be Gary for this gem: "If you put butter on your exhaust and don't turn the engine on, it won't melt ..." It's a strange world ... Folks, the future is in our hands. It's our Club. Let's make it work.

Colin Lindsay

SOUTH BUCKS

Sad news this month! As Tony no longer owns a Triumph, he has decided to stand down as Area Organiser. The good news is that this gives you all the opportunity to stand as the next A. 0. at the meeting on **January 19th** which is also our AGM. This meeting is your chance to have your say, and put across any idea's for activities you want to see in the coming year, so make sure you keep this date free and turn up, its your Club.

For the meeting on February 16th, we have a guest speaker arranged: Bill Price former competition manager with BMC. This is an informal evening which should appeal to all Triumph enthusiasts and anyone interested in competition cars. Bill is bringing along some memorabilia and competition footage. Anyone is welcome, the more the merrier. If you require directions please call me on **01494 714086.**

During the quieter winter months if anyone has any news, notes or anything of interest to put in the Area News, please give me a call telephone, as above. I'm a little short on idea, at the moment.

See you all at the **January** AGM meeting on the **19th.**

Peter

COTSWOLD

HAPPY NEW MILLENNIUM!!!

Scary stuff eh!!! well we made it, the world didn't come to an end!!! Too early to comment on Hangovers though! Just remember - if you're drinking, leave the cars behind! Not half as scary as the task ahead of me now!!! It's a case of Deadline pulled forward, Courier delivery slipped back! Got in Sat mid -afternoon to find postie had finally delivered the goods! But the deadline is Monday: Sunday was spent touring Europe in Nev's 13/60 Estate clocking up a few miles, as you do. That only leaves today ... Bernie, I'll try my best! This could be the shortest report of mine yet!!!!!

November's meet started out quite tranquil, just Tia and I! Chilling Out. Ian and Jane were soon a welcome sight, as were the photos of their Spitty, Vitesse (both before and after the rear end rearrangement) and great 1200 Estate - great looking car! There we were, quite happy, chilling out over a beer, reminiscing over Cornwall Camping Weekends, and Powderham Castle, as well as people we've not seen for a while Mac, Lewis and the Cornish Crew! All of a sudden rent a loud crowd walk in, no not fellow TSSC members, but the local Skittles Team!

NEC Classic car show. Picked Lewis up, 13/60 looking good mate! A good show overall. Great club stand well done! Great to catch up Bernie and Co, as well as Jim and the Northants Crew! What a nice low mileage 13/60 Estate too! Well that's the show season just about over, roll on Shepton Mallet next Feb!

241 fun miles in November, making the most of the late sun!!! Two tours, one up the Fosse Way through the Cotswolds, lovely, many other classic owners must of taken the same afternoon off work, as I was not the only one to make Hay while the sun shone! The 2nd tour was mid-month, Cheddar, Brean, WSM and Sandy Bay. I even spotted Nev in his Parcel Force truck - Hello mate!!! Trouble is now though, too much salt on the roads has now stopped play!!

Great to see Rob and Hen's 59 Coupe's on the front cover. Great photo Nev!

Don't forget January's meet, Your chance to become the Cotswold Area Organiser! After all, if I can, you certainly can, so don't be shy!

OK own up. Whoever came to Brean and also works for Pretty Polly raise your right arm! where else could they of got the idea of Space Hoppers for the advert! Remember where you saw then first!

Coming up fast!

16 th Jan Autojumble NEC Birmingham

8th Jan TSSC HQ Sale and open Day

30th Jan Brean Stages Rally. 6R4s Imprezza's etc. Good day out, and if your early enough on the **Saturday (29th)** , you could even get a ride round the course in one - all for charity!

5th and 6th Feb Bristol Classic Car Show! Avon Area Club Stand. There are some free passes for those exhibiting/helping, as well as camping for the brave! Give me a bell for details.

Could this be my last Cotswold Report? Who Knows?

Cheers!

Colin

CUMBRIA . . . DEVON

AREA NEWS REVIEW

CUMBRIA

Well by now everyone will be looking back on the festive season thinking what an anticlimax. Spent a fortune and for what? A hangover which you can get at any time, well I won't, I have got the short straw Nightshift at work.

Well there's one thing, I will have saved a little bit of cash or will I? I keep telling Helen she will have to stay in as I am at work - I think I have as much chance of winning the lottery as that happening.

To All Cumbria members and anyone that may be interested in popping along to one of the meetings: A new strategy to get you out of bed on a Sunday morning has been suggested, rather than having a fixed meeting place, which may not suit everyone and it, obviously did not as numbers at meetings was falling off. Venue ideas are filling the calendar up fast. We are now moving round the county so if you would like a meeting on your door step or you have a pub in mind somewhere in the county give me a ring and we will try to fit it in also the meeting date has been changed to the last Sunday in the month. So far the programme for meetings looks like this:

JANUARY 30th STONEYBECK HOTEL NR PENRITH.
FEBRUARY 27th OILY JOHNNIES NR WORKINGTON
MARCH 26th T.B.A NR KENDAL
APRIL 30th HIGH CROSS BROUGHTON NR BARROW

Don't forget all the above **LAST** Sunday in the month. A calendar of events will appear in February's report from the man himself Phil the Show Evans.

In case you have not heard, I have had an accident in the Spitfire. I am ok but it looks bad for the car so (Piglet is now homeless) at the moment I am Club carless. I just hope it is not catching. I will put a report in, in February how I get on with insurance and more details - at the moment it is in the hands of the Police.

Report on the Christmas bash by Helen: We had a smashing meal at Eden Hall everyone enjoyed it very much, as usual we all ate too much but the sweets were delicious and Father Christmas had left us some parcels as well, hope Terry enjoys his clock with carols. It only remains to thank everyone that has helped in the Cumbria Area, small or large. You will only get out of the Club what you put into it.

Anyone with anything for the Area News please phone me **01946 830663** before the **9th** of the month, even if it is only a small item, if you think it is of interest to others then I will put it in. And last but not least, no not Happy Christmas or a Happy New Year. I have been asked not to mention Carol's brown Spitfire anymore so I won't mention it.

Tony

DEVON

Err is it safe to come out yet? What with all the 'Y2K' guff going about, I thought the safest place would be in my Herald! No black boxes or computer and date-related stuff in there to worry about! Actually, I should have been the worst side of 'skwiffy, to say the least ... so a Happy Millennium to you all but oh no, it's time to do it all again as it's my birthday one week later on the **7th January** - ugh, I'm getting too old for this ...

As the deadline for this issue was brought forward a few days, I'm scribbling this down off the top of my 'swede'. What I need is some nice pudding for inspiration ...

Our November meeting went very well indeed. At the last moment I threw one of my 'off the wall' quizzes together. It was a mixture of classic car stuff, current affairs and general knowledge but still considered a little obscure so I guess I'll make it easier next time! Still, the winners received a Cadbury's Christmas Selection Box and the losers - not again Mr Knight - goody bag mix of lolli pops, Refreshers and Love Hearts etc.! We are now joined by the Devon Mazda MX5 Club at the Cowick Barton and already comparisons have been noted between MX5s, Spitfires and hairdressers. The pub manager has been great in welcoming us all and is hoping to redecorate our meeting room with a motoring theme this year. What better opportunity to unload those rusty bits of Triumphs that have littered your garage etc. for years!

I reckon we'll be continuing our meetings as before each month but will obviously let you know of any changes. Now with plenty of warning I'm planning a quad-bike and clay-shoot morning in early March, so if you're interested, call me! With regard to a previous mention of a discount at a local motor factors, it would appear things are in place. So, if you turn up to any Kevin Cooper Motor Factors and produce a VALID membership card, you should get a good discount, across the board. As I mentioned, they stock Lucas equipment including starters etc., offer a good service and appear to be able to supply a lot of parts for 'our cars'. I must point out I have no connection with Kevin Cooper other than as a customer. I just thought if you don't ask, you don't get!

Rob and Helen have made arrangements for a skittles contest with the MX5 group on our February Wednesday meeting but they should be providing more details in this report.

Talking of Rob and Helen, I finally saw their Herald Estate and very tidy too! Still, shame about the colour, kind of like a thick skin on rice pudding ... you know dark cream, err Saffron almost - yuk!

Unfortunately I had to put the Club Insurance breakdown to the test for the December Sunday meeting. I got as far as Plymouth in my (E)state and the clutch died. I had to settle for a McDonalds instead of a Sunday roast. Still, a very prompt and efficient recovery was had. With a new clutch the old girl should have enough bite to pull more than the skin off a rice pudding ...

Some of you may have noticed my name splashed all over last month's Courier. It's just that I did a job-lot of articles and photos to the various model Secretaries but I do get out and don't spend my spare time dressed in bin liners, chasing cheeses down hills ... Is it rice pudding for tea gain mother?

Gord

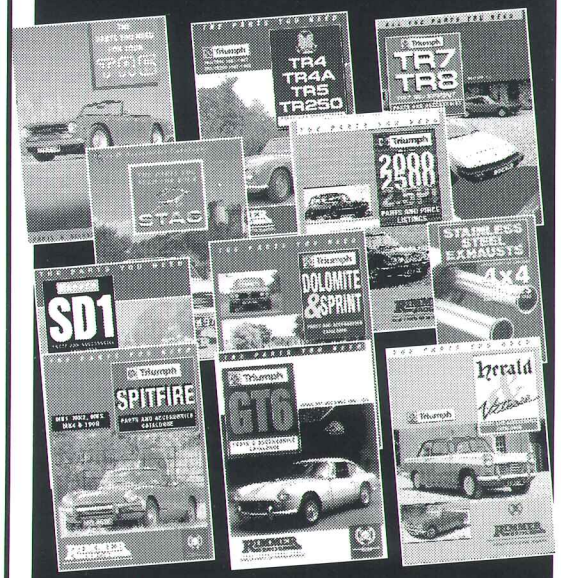
Not a lot to write about this month, so we apologise if this report is a bit short (gives Bernard a rest anyway!). We've just been to our December Sunday meeting at the Rock Inn in Yelverton, and had quite a good turnout (mostly regulars though - where were all you Plymouth people? We'll tempt you out somehow if it kills us!). Nice to see Linda and Mark Gorman again with their Herald 1200, MG TD (very nice but we won't mention that again) and daughter Hannah. Also there were Chris and Carol with their GT6 II, Rich with his Spitfire (coming on nicely) and Julian in his Vitesse Convertible (just to convince himself that he didn't want to sell it!), roof down and wearing lots of coats and a hat. Our 13/60 Estate is now our everyday transport, and is proving very reliable. Just cosmetics to do now (lots of stone chips to touch up and rusty front wheel arches to plaster over with fibreglass until they get bad enough to force us to repair them!). It now has a fog light and halogen headlights (so we might survive longer in the mist on the moors) and a radio is half fitted as we write this.

That's about all, apart from letting you know that we (along with Gordon) will be staying on as Area Organisers for another year, so meetings and events will be published as soon as we have arranged

TRIUMPH & ROVER SD1 PARTS

BY FAST MAIL ORDER

FREE CATALOGUES!



ONE CATALOGUE FREE TO OWNERS

OVERSEAS POSTAGE ADD £2 FOR EUROPE AND £4 R.O.W. *(ANY ONE CATALOGUE)*

FULL SET OF 11 CATALOGUES INC P+P
£10(UK) £15(EUROPE) £35(ROW)

FOR YOUR COPY, PHONE OR FAX OR WRITE IN.

BRITISH MOTOR HERITAGE APPROVED

Triumph

ROVER

THE RIMMER BROS SERVICE

- WE HAVE THE PARTS
- WE GUARANTEE THE QUALITY
- WE KNOW YOUR CAR
- WE DELIVER FAST

PRICE WATCH AT RIMMER BROS, WE TRY OUR HARDEST TO GIVE THE BEST POSSIBLE VALUE ON EVERY PART WE SELL.

0% INTEREST FREE CREDIT *ASK FOR DETAILS*

THIS IS JUST A SMALL SELECTION OF OUR MOST POPULAR PARTS

ENGINES - UNLEADED SPEC

ALL RECON FULL ENGINES BUILT TO VERY HIGH SPECIFICATION, BENCH TESTED & CARRY 12 MONTHS OR 12000 MILE GUARANTEE. FITTING ARRANGED FROM £125.

SPITFIRE (FULL)	1500	£740.00 ex
	1300	£740.00 ex
HERALD (FULL)	(ALL)	£740.00 ex
VITESSE (FULL)	(2000)	£1025.00 ex
GT6 (FULL)	(ALL)	£955.00 ex

UNLEADED CYLINDER HEADS

SPITFIRE & HERALD	RECON	£220.00 ex
GT6 & VITESSE (2000)		£299.00 ex

BRAKES/SUSPENSION

DISCS	SPITFIRE/HERALD	£15.22
	GT6/VITESSE	£17.04
PADS	SPITFIRE/HERALD	£10.52
	GT6/VITESSE	£12.87
REAR SHOES	SPITFIRE/HERALD	£15.86
	GT6/VITESSE	£20.56
FRONT SHOCK ABSORBER (ALL MODELS)		
STANDARD		£23.44
SPAX		£51.77
KONI		£57.49
REAR SHOCK ABSORBER (ALL MODELS)		
STANDARD		£20.56
SPAX		£45.09
KONI		£51.44
FRONT SPRINGS		*from* £17.04
REAR SPRINGS		*from* £76.38

SEAT BELT KITS

INERTIA INC REEL, STALK, FITTINGS & INSTRUCTIONS	
SPIT/GT6	(EACH) £37.01
HERALD/VITESSE	(EACH) £41.13

Helping you care for your classic

RIMMER BROS

BODYWORK/BUMPERS

	F/WING	R/WING FROM	D/SKIN	SILL FROM	F/BUMPER FROM	R/BUMPER FROM	BONNET ASSY	BOOT LID	1/4 VALANCE HERITAGE
SPITFIRE 1/2/3	£70.44	£85.78	£29.38	£23.44	£170.38	£69.33 EACH	£605.13 (MK3)	£152.69	£68.56
SPITFIRE MK IV/1500	£35.18	£88.13	£29.38	£23.44	£217.38	£217.38	£581.63	£176.19	£58.69
GT6 MK1	£70.44	£85.78	£34.02	£23.44	£211.79	£69.33 EACH	NCA	-	£68.56
MK2	£93.94	£85.78	£34.02	£23.44	£170.38	£70.50 EACH	NCA	-	£68.56
MK3	£35.18	£88.13	£29.38	£23.44	£217.38	£217.38	£616.88	-	£58.69
HERALD	£82.19	£84.60	£58.69	£23.44	Car Set £111.63		-	£58.75	-
VITESSE	£93.94	£84.60	£58.69	£23.44	£35.29	£34.08	-	-	-

MISCELLANEOUS

CAR COVERS TAILORED – TOP QUALITY (ALL MODELS)	£129.95
MUDFLAPS (TRIUMPH LOGO) (PR) from	£17.63
HARDTOP MK1 - 3	£311.38
MKIV/1500	£293.75
ALEY ROLLOVER BAR (PADDED) - SPITFIRE	£146.88
MOTOLITA STEERING WHEEL (WOOD OR LEATHER RIM) (ALL MODELS)	£117.44
HALOGEN HEADLIGHT KIT	£35.25
OIL PRESSURE GAUGE KIT	£52.88
ELECTRONIC IGNITION KITS FROM	£82.19

HOODS

PRICES LISTED ARE FOR BLACK – OTHER COLOURS AVAILABLE

	PVC ECONOMY	PVC LUX	PVC ORIG	CANVAS	MOHAIR
SPITFIRE					
MK1/2	£104.08	£124.13	-	£170.97	£253.68
MK3	£107.71	£126.84	-	£170.97	£253.68
MKIV/1500	£99.82	£123.32	£164.44	£158.57	£234.94
HERALD/VITESSE	£111.95	£131.92	–	£175.49	£257.18

OVER 50,000 RECORDED PART NUMBERS, ALL UNDER ONE ROOF.

STAINLESS STEEL EXHAUSTS

OTHER COMBINATIONS AVAILABLE!

		FULL SYSTEM (STD)	TUBULAR MANIFOLD	TWIN SPORTS SYSTEM EXC. MANIFOLD	TWIN SPORTS SYSTEM INC. MANIFOLD	SINGLE SPORTS REAR SILENCER
SPITFIRE MK1		£142.76	£137.79	£170.38	£311.38	£78.29
FITTING KITS FOR ALL MODELS	MK2	£117.44	£137.79	£170.38	£311.38	£78.29
	MK3	£146.88	£135.13	£170.38	£299.63	£88.13
	MKIV	£123.38	£135.13	£170.38	£299.63	£117.44
	1500	£135.13	£135.13	£170.38	£299.63	£117.44
GT6 MK1		£146.88	£193.88	£170.38	£352.44	£88.13
MK2		£170.38	£193.88	£170.38	£352.44	£123.32
MK3		£170.38	£193.88	£170.38	£352.44	£123.32
HERALD		£105.75	£137.79	£173.31	£305.50	–
VITESSE MK1		£152.69	£193.88	£173.31	£346.63	–
MK2		£129.25	£193.88	£173.31	£346.63	–

STEERING

	STEERING RACK	TRACK ROD END	STEERING KNUCKLE
SPITFIRE/HERALD	£41.13 ex	£10.52	£25.79
GT6/VITESSE	£57.49 ex	£10.52	£25.79

WHEEL KITS

KITS INC. 4/5 WHEELS & ALL FITTINGS

	MINILITE REPLICA (4)	ALLYCAT SUPA-SLOT (4)	WIRES CHROME (5)	WIRES PAINTED (5)
ALL MODELS	£287.88	£315.00	£821.33	£616.88

OVER 25,000 STOCK LINES FOR IMMEDIATE DESPATCH BY FAST MAIL-ORDER, OR CALL & COLLECT FROM OUR LINCOLN SALES COUNTER.

COOLING

	WATER PUMP FROM	RADIATOR	HOSE KIT FROM	KENLOWE FAN KIT	ENGINE OIL COOLER
SPITFIRE	£36.25	£98.03 ex	£23.44	£105.69	£108.02
GT6	£46.41	£121.33 ex	£32.31	£90.42	£111.63
HERALD	£36.25	£91.92 ex	£17.63	£102.80	–
VITESSE	£46.41	£108.32 ex	£25.26	£104.58	£135.13

CLUTCH KITS

NEW FROM

SPITFIRE	£73.44
GT6/VIT	£116.33
HERALD	£73.44

TRADE & WHOLESALE ENQUIRIES WELCOME

WE EXPORT TO THE EC & WORLDWIDE

TRANSMISSION

GEARBOX (ALL MODELS)	
NON O/D (RECON)	£210.00 ex
LESS O/D (RECON)	£210.00 ex
INC O/D (RECON)	£398.33 ex
DIFFERENTIALS (RECON)	
SPITFIRE / GT6	*from* £265.00 ex
HERALD/VITESSE	*from* £265.00 ex

CARPET SETS

TOP QUALITY TUFTED PILE (STITCHED) ALL COLOURS. MOULDED – BLACK ONLY

SPITFIRE	STITCHED	£94.00
	MOULDED	£187.94
GT6	STITCHED	£111.63
	MOULDED	£234.94
HERALD/VITESSE	STITCHED	£93.94
	MOULDED	£146.88

OVER 50,000 SQUARE FEET OF PARTS STORAGE AND STILL GROWING.

VISIT OUR CLASSIC CAR COLLECTION!

OPENING HOURS:
MON - FRI 8.30am - 5.30pm,
SAT 8.30am - 1.30pm.

PRICES

PRICES SHOWN INCLUDE VAT @ 17.5%.
FOR EXPORT OUTSIDE EC DEDUCT 14.89%.

We reserve the right to alter prices without notice.
This advertisement replaces all previous adverts and offers therein. All parts offered subject to availability.
Errors and Omissions Excepted.

HOW TO ORDER

WE WILL CONFIRM STOCK AVAILABILITY, PRICES, DELIVERY METHODS & CHARGES WHEN PLACING AN ORDER.

TEL: UK SALES: **01522 568000** EXPORT SALES: (UK+44) 1522 526200
24 Hour Ansaphone for UK/Export Lines

FAX: UK: 01522 567600 *24 Hour Service* EXPORT: (UK+44) 1522 567600

POST: Send your Enquiry or Written Order & Payment to: RIMMER BROS, TRIUMPH HOUSE, SLEAFORD RD, BRACEBRIDGE HEATH, LINCOLN LN4 2NA, ENGLAND.

E-MAIL: sales@rimmerbros.co.uk **INTERNET:** http://www.rimmerbros.co.uk/

IN PERSON: At our Shop and Sales Counter.

PAY BY: *CREDIT CARD DEBIT CARD CHARGE CARD CHEQUE POSTAL ORDER BANK DRAFT BANK TRANSFER CASH*

DEVON . . . GATWICK HANTS & BERKS

AREA NEWS REVIEW

IMPORTANT NOTE
All Reports can be e mailed to courier@the-studio.demon.co.uk

DEVON Cont

them. Sunday lunchtime meetings will be moved around again as we have been doing (as always, suggestions are more than welcome) - **January 2nd** will be in the Kes Tor Inn, Manaton and **February 6th** will be in the Highwayman at Sourton (on the A386 Tavistock to Okehampton road). We'll publish a longer-term calendar as soon as we can. Wednesday evenings will stay at the Cowick Barton Inn in Exeter. We have organised a skittles evening against the MX5 Owners Club in place of the normal Wednesday evening meeting on **February 16th.** This will be at the Plume of Feathers Inn in Princetown, starting at about 8pm. If you plan to join in, please let us know (**Rob or Helen on 01822 890635**) as early as possible so we can get an idea of numbers. We need to muster at least 15 people to avoid embarrassment. Hope to see lots of you there.

Lastly, we have heard of a 13/60 Convertible for sale in the Yelverton area. The owner's father is about 80% sure she wants to sell it when she returns from Australia, so if you are looking for one, let us know and we'll put you in touch. It is green and white, and apparently in quite reasonable condition.

Rob & Helen

Our web site address is :
http://www.northcotts.clara.net/tsscdevon
e-mail:
tsscdevon@northcotts.claranet.co.uk

GATWICK

No Area News last month. It seems that the mail pigeon got lost en-route - maybe it was run over by an MG or something. To make things even worse, my December magazine didn't arrive until the 6th and that was the deadline, so I'm not sure if you will even get to read this!

A fair few of us managed to make it to Sandown, though most of you found the early convoy up a little too early! Not wishing to break with tradition, Tony was late again. Most of us managed to find something useful. Norman managed to spot an inner wing panel that I'd been after for some time. Glynis and Alan's Coupe was on display inside along with Cliff's Estate (nice to see you again - does Frances still own her Vitesse 6?). Rob upset the man from Six Spares and as Anglian were not there, we made do with hassling John Hills for some discounts.

A few of us made the run up to Swindon to pay a visit to Paul Culls vast emporium of rusty, oily bits (highest quality of course). We all agreed to leave at 7pm except John who left at 7 am, something about the early bird catching the Minilites! Once again we all managed to come away with something.

At our last Committee meeting the odious task of testing new pubs for a venue befell us (it's a tough job!). After a pub crawl around Turners Hill we hit Copthorne and decided to go to the Cherry Tree which isn't totally ideal but does have a large car park, allows children and animals in and does food, so it will do. I'll print details later on as to how to get there.

We didn't have a Christmas Dinner this year as we are having a New Year's get together instead. We have found a novel and reasonably priced venue. Colin has been kindly volunteered to play the bagpipes too!

In lieu of Christmas Dinner, a few of us went out for a Mongolian meal which was good fun. Chris stole all the chopsticks - apparently they make good paint mixers. Tony and Alan upset the chef and we all put drinks on Maria's tab, so a good night was had by all!

On the restoration front, we now have eleven Spitfires, three Vitesses, two Heralds and a GT6 under restoration. John has not yet sold his lovely old twelve fifty so he has bought himself a 948 DHC in Monaco Blue as a consolation present! Apparently he was trying to tell the previous lady owner that as unleaded petrol is all you can get now, he would need to re-do the valves and seats and she told him that he would definitely need to do the seats as the mice had been at them!

Clint's MkII Spitfire is coming on tremendously now as is Maria's MkIII. Sandra's and Steve's MkIs have hit the doldrums this month as Norman is so busy. Keith and Clive seem to be making steady progress on their MkII Vitesses. After insisting that they couldn't weld both Tony and Rob are making excellent jobs of their projects whilst Rob has discovered that he can spray paint and Tony is a bit of a demon on the lead loading (I now have a maple paddle that looks like a charcoal stick and a moleskin cloth that has more holes in it than my Vitesse.

Clint recently discovered a 13/60 DHC on flat tyres, out of tax with a removal notice on it and the Council say that they will crush it and want Clint to move it. The DVLA are prepared to send Clint the documents but the Police say that if he moves it he can be prosecuted for theft so it looks like the car will be squashed - what a waste.

On a more cheerfull note, Chris has got the 2500 Estate freed off so the trailer is back in action again plus the Estate is a step nearer its MOT. Peter has promised to fix his poor old Spitfire so we might start speaking to him again.

To find our new venue either take the B2036 Balcombe Road from Horley, past the Coppingham Arms PH and on to the roundabout. Turn left over the motorway, past the Shipley Bridge PH. Onwards until you find a crossroad with traffic lights and a petrol station. Turn right towards Copthorne and the pub is on the right at the other end of the road or - from the motorway exit at Junction 10, head towards East Grinstead. When you get to a roundabout with the Copthrone Hotel on it, turn left into Copthorne and take the right hand turn beside the Prince Albert PH. The Cherry Tree is on the left as you go our of the village. We will be there on the **3rd and 17th January** from 8.30 pm onwards - all welcome.

Anyway, hope you all had a good time over the holidays - see you on Monday. Oh yes, and congratulations to Tony and Frances on the birth of their son and to Graham and Jenni on the good news.

Richard

HANTS & BERKS

Hello there. Welcome to the new Millennium, hope all the Christmas pud and extra ale consumed over the holiday has worn off by now.

On Tues 7th Dec we held our A.G.M. Plenty of ideas, suggestions and points of view expressed a good lively meeting with many of these taken on-board. Craig has been re-elected as A.O. Myself as Scribes also an additional job of Events Co-Ordinator and Keith has been re-elected as Treasurer/Webmaster (www.tollhouse.demon.co.uk). So if you think you can just sit back and not get involved, we can get at you from all angles now. On the meeting place it looks like we have settled in our new home at The Jolly Miller at North Wanborough (Skittles Pub) Nr Odiham. So all you Triumph Owners reading this come along and have an evening out talking about our Cars, John/Sarah's internet bill or whatever crops up that evening. Just a few dates for your diaries now: As the year goes on and the weather improves? more club/local/national events will be added to this section.

SUN 16th JAN Great British Autojumble N.E.C.Birmingham Entry £6]

SUN 13th FEB International Triumph Show N.A.C. Stoneleigh Entry £6 for advanced tickets (saving £1 and some queuing up) contact **01568 797228.**

A few more bits and pieces Colin is on the look out for a Vitesse Saloon (condition required not known) any information via contact addresses at bottom of report please.

T.O.T.M. (millennium) ban Roger from all raffles (yes he did it again the works raffle and the Club raffle on the same day!).

Meeting night will remain the same **1st Tues (4th Jan)** and **3rd Thurs (20th Jan)** at The Jolly Miller (Skittles Pub) North Wanborough Nr Odiham. For further details/enquiries/questions, contact Craig Gingell on **01256 841505** or e-mail craiggingell@hotmail.com or myself Bob McDay on **01256 410192** or e-mail bobmcday@callnetuk.com so we look forward to seeing some new faces and of course all the old ones. All the best for the new Millennium. Drive Carefully

Bob

LEICESTER & RUTLAND . . . MANCHESTER NEWBURY . . . NORFOLK . . . NORTHANTS

AREA NEWS REVIEW

LEICESTER & RUTLAND

Hello everyone, just a quick one this month due to the early deadline and Christmas. We will still be holding the two meetings each month next year, starting in January, so why not pop down to give yourself a break from those long cold nights in the garage. By the time you read this we will have found out who is the Leics. & Rutland Area Slot Car Champion after our Christmas party at the Station Hotel in Loughborough. Events for the future will be the Area Treasure Hunt, hopefully in April. Abbey Park Pageant in May. Triumph International Millennium Event on the **28th & 29th May,** which is to be held at Mallory Park and aimed to be the largest gathering of Standard and Triumph vehicles ever. We are very lucky that this will be on our doorstep. Stanford Hall in August and that's is not to mention the nationwide events.

During the AGM in November, suggestions were put forward for local social events but if anyone else has any other ideas then please let me know. I know of a 1500 Spitfire for sale, with a genuine 2000 mile on the clock from new. If anyone is interested, then give me a call and I'll put you in contact with the seller. Hope to meet lots of you next year out and about. Happy Millennium to you all,

Chris

MANCHESTER

Just a brief one this month because there's been no meeting since last month's Courier and our Christmas meal was after the deadline. Just a thought on the venue for our meetings. We favour a move somewhere else because the Axe & Cleaver has become unfriendly with no atmosphere and it's too much of a restaurant with loads of waitresses running around. How about trying the Rope & Anchor about a mile away? Let us know your views.

We've just had a Transatlantic phone call from Chris and Karen who emigrated a couple of yours ago. Before they knew they were moving over, they decided to have their Spitfire renovated and they finally picked it up in the first week of December. Amazingly it started with a set of jump leads and Chris drove it the 50 miles to his home without any major problems but the disastrous news is that they can only keep it there for 12 months, unless it undergoes a 'major conversion'; they don't yet know what this means but it looks like it could be coming back to the UK to be sold.

That's about it. We'll be in the North West of Scotland, celebrating the millennium. We hope you all have a great time wherever you are and wish everyone a happy and prosperous New Year. We'll see you at the next meeting (still at The Axe) on Tuesday 4th Jan 2000.

Debbie

IMPORTANT NOTE
All Reports can be e mailed to courier@the-studio.demon.co.uk

NEWBURY

Hi folks! Happy New Year to all. This being the quiet season there are few events to report on. We hope everyone had a very merry Christmas and survived all Millennium bugs with nothing exploding, disintegrating or otherwise causing mayhem! Was your Triumph Y2K compatible? We had ours checked out by Dr Namnoc who declared the wheels were the wrong shape! Both our Herald and Vitesse are used all the year and are coping well with another winter. Though it is cold working outside giving them a normal 6/12000 mile service when it comes keeps them in good working order. By the way, if your engine is now running cold try an 88 centigrade winter thermostat - it works wonders on the heater and the rest of the car.

With winter upon us, a number of area members, Bob, Nigel and James are now working on restoration projects, running or otherwise, to keep the cars alive. The area meets are a good place to swap notes and gain information, So come along, with or without a car - all are very welcome.

LRP UPDATE:

With the demise of leaded fuel last month I reported that I was running the Vitesse, with normal head, on LRP and would give you some feedback. If you remember I have previously modified the distributor to enable the car to run on 4 star without pinking. Also the car has had a recent decoke and the engine is very healthy. Therefore, if the rating of the new fuel is the same as the old leaded then there should be no pinking problems. I have now covered a 1000 miles and over this mileage have tried several brands of LRP. I can report that some do cause the Vitesse to pink, so it would seem that not all have the some rating as the old 97 octane fuel. I will tell you at the next meet the brand. that did not pink. Apart from the pinking I have not noticed any valve recession or any other problems. But it is early days yet and I will keep you all informed as we go through the year.

Due to altered deadlines we are having to write this before the area Christmas dinner - we'll report on that next time. As we look forward to this new year don't forget, by popular request, we are going to have two meets a month from now on, both at the Spotted Dog, Cold Ash. The meeting on the 2nd Wednesday will he the main meeting where we organise events etc., and the meeting on the 4th Wednesday will be an extra chit-chat day, hopefully there will be people who can come to this who couldn't make the other meeting. We look forward to seeing other faces from the Newbury Area as we know there are a lot of you out there.We have set up For Sale and Wanted pages at the back of the Area Book. Please feel free to write things there (keep it clean please!).

Next area meetings: **Wednesday 12th January** (Main Meet) and **Wednesday 26th January** (chit chat meet) at the Spotted Dog, Cold Ash beginning 8 pm. Events: Sunday **13th February**: Stoneleigh Autojumble
Keep 'em flying

Dave and Mary R.

NORFOLK

Sunday December 5th. Just returned from a weekend visit to Newcastle to see my family to find The Courier waiting for me with the good news that the deadline for this report is December 6th, so I guess it is going to be a short one, particularly since our monthly meeting is not until tomorrow evening and there has not been very much happening.

November 21st was our Social Sunday, lunch at the Ferry Boat Inn. A good turnout once again with seventeen members and two Club cars. I believe everyone enjoyed the meal and the company. Poor Irene missed out again, she asked for half a lamb and the waitress brought half a chicken thinking she had misheard. Anyway, we topped Irene up with all the spare veg.

The only other thing of note is that, like a lot of other Areas, four-star seems to have disappeared in Norfolk and almost overnight. At the moment I'm using an additive with no apparent problems but I think in the end I will change the head. Solutions amongst the members vary from person to person so it will be very interesting to see how it all works in the future.

Well, I said it was going to be short so I will close. Wishing you all the very best for the New Year and hoping you had a great time seeing in the Millennium, whatever you were doing.

Joe and Sue

NORTHANTS

The Classic Car Motor show at the NEC was the first thing that some of the area's members attended, nice Club stand. Lots of tempting gadgets to spend your hard earned cash on so I was glad that I had put Abi in charge of the money (blast, no more good idea's that turn out to be a waste of money, you know what I mean). Nice to bump into Colin from Cotswold again (boy does he get around). Gus had a few "major" running problems with his Herald which turned out to be the wrong temp spark plugs that he had been sold but after fitting the right ones he's back in action again.

Next was our Area meeting where we had two new faces: Jackie "the tall one" and Marie "the not so tall". Marie has a 1200 Saloon which is in need of light restoration!! (by a motor mechanic with lots of time on his hands). Hope you enjoyed yourselves. We held our Area Organisers

AREA NEWS REVIEW

NORTHANTS Contd

vote of which the result was the Area being run jointly by myself and the not so X organiser Calvin (YES the man himself is back, fully refreshed after his break and ready to go again with a vengeance HIP, HIP, HOORAY). The area quiz set by Graham C. and was won by Graham and Helen the prize was a bottle of chocolate bubble bath (oo-er-miss-iss). Chris has now decided to re-Tax his Spit in case the weather gets better, has nobody told him it's DECEMBER.

The last thing for this Area report is our Christmas do which we held on the 3rd at the George Hotel. There was 34 of us on three tables so you can imagine what mayhem we got into (ahhh, who threw that??). Half of us played hunt the prawn in the prawn cocktail I won with three. The meal over, all was very good. Next came the party games: We won the best and loudest table when it came to the Twelve Days of Christmas sing along. Also I won most of the food freebies (what a surprise!! Now leave those Quality Street alone). I did manage to lose my trousers during the Full Monty song HOT STUFF - sorry but it had to be done!! Then later I lost them again during party game this time. Gina won another game and Jane came second in another. So all in all Northants TSSC did very well out of the six groups there. - can't wait 'til next year!! Well, by the time you read this report we will all be in Y2K, so from Abi and I we hope you didn't suffer to much and have not given up on the New Year's resolutions already, see you all soon or at the meeting The Bell Inn, Finedon **Jan 12th**, so until then be careful out there

Jim & Co.

OXFORD

Hello everyone! Happy new year! I hope that you all got the 20W50 you asked Santa for! We have just had the first of three Club Area Christmas meals at Swindon Area, a very good time was had by all. Mark and Sarah confessed to turning up to The Star on the third Wednesday of November, apparently they didn't notice until they had already ordered their food. They did say that there weren't any Triumphs in the car park!

Andy has bought himself another car and it is a Triumph this time, well an Acclaim at least. It's far too tidy for him and he is in danger of using a Triumph as everyday transport again.

Not much else to report I'm afraid so I'll just remind you of the dates of the next meetings:

Wednesday 5 January - The Star at Stanton St John
Monday 17 January - The White Hart at Fyfield

See you there!

Karen

PETERBOROUGH

A Happy New Year to fellow Triumph enthusiasts! The year 2000 kicks off with our first meeting on **Monday 10th January** at The Bertie Arms.

I'm heading off to Australia again for my 'Summer holiday' in mid-January but I'll be back for the February meeting on **Monday 14th**.

Keep those trunnions oiled!

Richard

SCOT CENT WEST

December's meeting was well attended by around a dozen regulars. Once again I wasn't one of them. As a consequence, I felt it appropriate that someone else should take over the role of Area Organiser. I am delighted to report that Jim Smellie has volunteered to do this. Jim owns a blue Herald 1200 which won Best Herald at Doune and he has been an enthusiastic, supportive Club member for some time now. I've enjoyed my time as AO but feel it's time for a change and I am sure Jim will make an excellent job of taking the Club forward. Good luck, sir, and thank you all. You can reach Jim on **07771 956 643** or on e-mail at jim@caley.com.

Meantime, I know of a good-sounding GT6 for sale and I might be parting with my own 13/60 Saloon in order to finance the purchase of a Spitfire or (don't hit me) a Scimitar SS1.

So thanks again, and have a good festive season.

Hope to see you all soon,

Greg

SOMERSET

' ... and we're praying it's not too late, Millennium ... .' Well here it comes, the beginning of a new century and the closing of the old one. Another end of an era is also passing with Big Nev of Avon area standing down as A.0. What can I say mate? Thanks for the laffs, the help and support during your reign and I'm sure your replacement will be just as capable of handling the stresses and strains of an A.0.

November's meet was a nice quiet affair with all the regulars in attendance. Many topics were discussed with the main outcome being the nomination of myself as next year's Area Organiser, thanks everyone! I may not be able to give the 'job' as much time as in previous years so if any of you should get the call for help, please assist in any way you can.

As you read this, the Xmas bash will have taken place. A full report on the evenings events will appear next month.

Forthcoming events: The Bristol Classic Car show at Shepton Mallet, **5th and 6th February 2000.** Headquarters have pledged to attend and set up a display with Club regalia, information and special New Year offers available. If you wish to purchase any Club catalogue items, give John Muggleton a ring at H.Q before the show and save on postage by collecting direct from the stand over the weekend.

Also not forgetting the monthly meet, last Thursday of the month, the Blackbrook Tavern, Taunton.

Happy New Year too you all,
Cheers

Sean

STAFFORD

Just in case you hadn't noticed, I thought I'd better start by reminding you that it's now the 21st century, so HAPPY NEW YEAR. The first bit of news for the new millennium is that Staffs have got a new Area Organiser, although this doesn't mean I am going to do it for the next 1000 years. As a quick introduction, your new AO is me, Simon, (not Simone - Don), a Staffs regular for several years, and confirmed Triumph anorak or otherwise known as a 'sad git'. The more astute amongst you may have therefore realised that Cathy has decided to step down as our leader, due to increasing work commitments. I would therefore take the opportunity, on behalf of all of the Area, to thank Cathy (and Ian) for all of their hard work over the 5 years that she has been AO. In this time Staffs Area has developed from a generally uninterested group, into a lively bunch of loonatics, regularly taking a large local contingent around the country to camping weekends and other events.

OK, on with the abuse, sorry, I meant to say news. At December's meet various things were discussed, some totally unprintable, but also some serious suggestions. There was talk of the Area starting a web page, with photos and stories from the regulars about events that we have been to, although I cannot work out if this is to encourage new members or to put them off. Just imagine a digital photograph of Stuart available anywhere in the world, doesn't bear thinking about. Seriously, it does actually sound like a good idea and will be looked into, and it would help if any locals have any experience of setting up a web page. Sarah also came up with a good idea following a recent incident, and has suggested visiting a skid pan for some input. If enough people are interested I can find out a price for this.

By now we will have had our Christmas Party, full gory details next month. Coming up in January is the Fosse Winter Weekend, an excellent event with this being our 6th visit, and so far 6 of us are going. See advert elsewhere in The Courier if it's not too late.

That should do it for this month, don't want to miss the early deadline with my first report as AO. The monthly meet will continue as it is, first Wednesday of the month at The George And Dragon on the A34 just outside Stone, (approx 8.30 PM). If you haven't been before feel free to come along, we don't bite. If you have been before and not returned it would be nice to know why - all comments accepted.

As a footnote, I wonder how many Triumphs will survive as we enter the 22nd century. One thing is for certain though; Masons Spitty still won't be finished.

Simon

SUSSEX

Today (8th) I received a shock!! The Courier arrived with notice to all Area Organisers that the deadline for Area news is the 6th!!!! Now unless I have missed out on the issue of a time machine to A.O.'s I think this is impossible!!! Anyway here's hoping Bernard can pull a rabbit out of a bag and squeeze in my last Area News as A.O.

Talking about pulling a Rabbit out of the bag there was I on a nice quiet booze cruise to France, when up popped a voice saying "Where is the Sussex Area News for the December Courier??" and there was Bernard giving me grief!!!! (no peace for the wicked???) (JUST TRYING TO MAKE SURE THE MAG WASN'T LATE!) - Bernard.

I apologise for lack of Area News for November but things have been getting hectic at work and because of this I have managed to arm twist Nick Miall (able assisted by Debbie!!!) to take over as A.O. of Sussex. I've been A.O . now for I think five years and about the same for Mid Kent before that so I will retire gracefully and hopefully Nick will be better at meeting dates for the Area News.

I would like to thank all the Area members for all their support over the years and I can assure you I will be there to assist Nick although I doubt if he will need it!! I will still be attending meetings so you won't be getting rid of me yet.

Thirteen of us went to The Priory in Haywards Heath on the 3rd December for an excellent meal. The highlights were Nick and Pete eating a full carvery meal and then going back for a second plate, Vic managing THREE puddings, Nick presenting me with a singing Father Christmas as a thank you present, Stuart coming all the way up from Plymouth for the meal, Pete agreeing to go to France for a weekend (I have it on tape Gill if you need it?) and everybody having a good time.

Pete's Spitfire has passed its MOT with no problems. Clive has decided to retire from teaching and take things easy (some would say he has been doing that for a while, but that wouldn't be me).

Dave Hitchings brought his Hurricane along to the meeting. For those who don't know Dave now is producing Hurricanes and can be contacted on **01444 450 007** and from the looks of the car he is building some excellent cars.

Anyway I will sign off now and if this doesn't make the January Courier I'm sure Bernard will put this in the next one.

Martin

SWINDON

Happy New Year! Did everyone get what they wanted for Christmas then? Our Christmas dinner at the Black Horse must have been one of the earliest of the season this time round. The food was excellent (with plenty of it!), and everyone had a good time. We even managed to find a new Area Organiser on the night - the infamous Albert has taken the reins! Being one of the TSSC's best known and most colourful members, Albert won't need any introduction - not to Swindon Area members or to anyone who's ever been to a Club event! If you've ever seen a concours MkIII Spitfire being thrashed to within an inch of its life, THAT was Albert! And yes, he does drive like that all the time.

Jim has finally got the twin-carbs fitted to his 13/60 Estate, having enlisted the help of Paul Cull to get the job done. Not content with having two gorgeous Coupes, Rob has gone and bought himself another 948 - this time a 1961 Saloon bought unseen over the internet! Who said e-commerce wouldn't affect us?

Hopefully, by the time you're reading this Karen and I will have moved into our new house - definitely a good start to the New Year. With a baby on the way in February, the MkIV Spitfire won't see much use in the near future, and may be replaced by something more practical, like another early Herald! Anyone fancy a low mileage 1973 Spitty in white???

January's Club meet is on **Thursday 6th** at the Black Horse. See you there.

Bill

WIRRAL

Well, may I take this opportunity to first of all wish all our Club members, national and local, a Happy New Year and may this year bring you all the things that you had wished for but were unable to have last year. Firstly, I hope that you all had an enjoyable Christmas and that Santa brought all the things that you had wished for throughout the year.

I am writing this report before we have had our Christmas Dining Out Evening, so I hope it was favourable with everybody: Not our normal run of the mill 'Turkey Dinner' but a change to the norm by dining in our local Chinese restaurant in Parkgate, 'Mr Chows'.

The following Saturday, namely 18th December, saw a group of us dining out with a fellow classic car club, that of the Wirral Triumph Appreciation, of which several of us are members. Again, I am writing this report before we have eaten so I just hope that it lives up to all good reports for both meals out.

It has been a particularly busy year for our Area. We have attended more shows this year than any previous year since the formation of the Wirral Area. The shows list that we attend seems to keep on growing each year; I remember some years back we as a Club only used to visit the Tatton and Oulton Park shows and now look what we are up to, going up to Cumbria to the Lakes Weekend and down to the Midland Festival of Transport at Weston Park for the weekend.

I intend to write a comprehensive write-up in future issues as to the goings-on throughout the 1999 calender. I will soon be looking to put together a calendar of events for the millennium year, so if anybody in the Area has a particular theme or anything that you would like to put to the members for discussion, i.e. an event, run out, camping weekend or another show, come along and put your ideas forward.

Again, may I take the opportunity to invite new or existing members to come along and join us for a friendly chat amongst Triumph-minded people on the third Monday of each month at The Boathouse pub in Parkgate.

Time to sign off for now an hope that you all had a safe and enjoyable Christmas and New Year.

Sam

WORCESTER

First let me introduce myself, I'm Vivian Arthur (Mr) and I am helping Barry out with these monthly write-ups. December 6th was our AGM so this must be very short to catch the January Area news. We unanimously voted for Barry, Bob and Shirley to continue their roles of Area Organiser, Secretary/Assistant AO and Treasurer respectively because they are doing such a splendid job, and Mike has accepted the role of Social Secretary (to organise the nosh-ups). The meeting was well attended, the business part being sandwiched between much talk about matters Triumph and the usual good natured banter.

Vivian

3rd January Monthly meeting - Rose & Crown, Severn Stoke. 7:30pm. On the A38 South of Worcester.
9th January Sunday lunch with the TR register At the Pheasant Toddington Cross Hands.
6th February Cotswold Clouds Trial. We have been asked to help marshal.
7th February Monthly meeting - Rose & Crown, Severn Stoke. 7:30pm.
19th February Annual Dinner at Hadley Bowling Green, Hadley.

IMPORTANT NOTE
All Reports can be e mailed to courier@the-studio.demon.co.uk

AREA NEWS REVIEW

NORTH YORKS SOUTH YORKS . . . WEST YORKS

● NORTH YORKS

Happy New Year to one and all. Oh dear! Big Ted needs a geography lesson! I went to Goa in India not Africa, as he said and had a fabulous time. I also found a very forlorn Triumph but more about that when the photos are developed.

I understand that our mini convoy with shoeboxes went well, even if Big Ted did decide that the centre of York was a good place to drive to on a Sunday afternoon!

I must now offer an apology to Martin and Zoe, the respective partners of Anne and Tim, both of whom were referred to as 'other halves' in recent reports, which has caused some grief. I will try to mend my ways, promise.

Club night proved quite hilarious in parts with Lyn describing how not to put air in tyres at a garage - she actually let her tyres down instead of inflating them!!! The conversation then led onto the fact that some of us, and I will hold my hand up, know very little about basic car maintenance such as topping up dash pots etc., which I discovered this year does make a difference!! I came up with a 'brilliant' idea of a master class of basic maintenance for our Area. The idea developed a little and all things being equal and Paul being willing one Sunday in the early summer, my front bit of gravel will be the area for the class, the back garden will be reserved for the barbecue which I intend to use for lunch. Places will be strictly limited so, if you are interested, give me your names at the next Club meetings in January and February. I will attempt to get an assistant for Paul, so he doesn't have all the hard work, and partners of members can either join in or can barbecue. If it proves popular, we may look at running a second one - watch this space.

By the time this is published our Christmas Party will be very close **(8/9th Jan).** If you want to try and squeeze in I will do my best but at this late stage I can't make any promises.

See you on **5th Jan.**

Judy

● SOUTH YORKS

Hello everyone, hope you had a good Christmas and New Year. Sorry, this is going to be a very brief report but I'm already fighting a very tight deadline i.e. I'm already late (sorry Bernard). Thanks to those of you who turned out for the December's meeting. We had an excellent buffet and Annis's game of Pictionery went down really well, I'm not sure if anyone actually won but then I don't think that really mattered. Pete and I were re-elected as South Yorkshire AO or to put it another way, no one else came forward and we briefly talked about our planned camping event for next year. We decided that in order to encourage as many people to attend **January's meeting we will put the meeting back one week** as it would have otherwise fallen very close to New Year. So very important reminder to everyone, our January meeting will be the 11th January that is the second Tuesday, rather than the first. So we hope to see as many people there as possible to give comment and suggestions as to what we do this year. if you don't come, don't complain. A final reminder to anyone interested in the New Year meal, contact Pete or me urgently as time is fast running out. That's all for now.

Peter and Victor

● WEST YORKS

Only one Triumph event that I have been to since my last scribbling, and that was a run up to Thirsk organised by Paul P and we delivered Christmas presents to be distributed out to a children's charity - a good cause and a good day out too, even if the cars all ended up black after driving around all day! The weather was actually better than I had expected but the Triumph did disgrace itself slightly; I pulled in at York with steam billowing out, but this was traced to a leaking heater valve which slowed down to a trickle with the heater turned off (not too clever this time of year with no roof, but never mind) and thank you to the chap who appeared with a 2 litre bottle of water - I know I didn't return it, but I did need it to get home, so thanks. The following day I gave it a quick blast down the local dual carriageway to show it off to a friend, got it up to a speed that Mike Crewes would not approve of and .... oh dear .... the brakes don't work! We came to a halt OK and the only damage was to my blood pressure and an embarrassing mark on the driver's seat. Hopefully the required parts will arrive next week, and I will be back out there terrorizing the neighbourhood again. This will be the last of my ramblings as someone else will be taking over, so thank you for reading this far, and happy motoring.

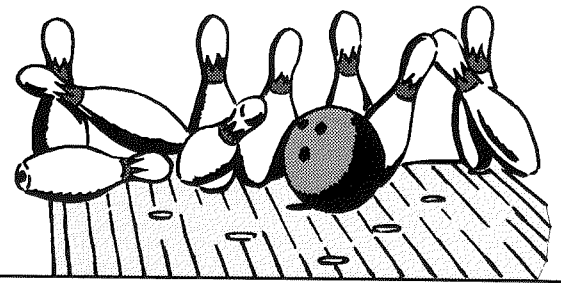
Giles

TSSC Devon Area (plus guests)
vs
Mazda MX5 Owners Club

SKITTLES EVENING

Wednesday February 16th 2000 (in place of our usual Wednesday evening meeting in Exeter). At the Plume of Feathers Inn, Princetown. Start 8pm.

If you are interested in attending this event, please contact Rob or Helen on 01822 890635 as early as possible so we have an idea of numbers. See you there!



CLASSIFIED

Cars for Sale
Cars Wanted
Parts for Sale
Parts Wanted

HERALD

13/60 CONVERTIBLE. White. Just had new wings, doors and floorpans, now just needs respray. New MOT. Winter bargain £1250. See photos of this and other Triumphs for sale in our website www.quillertriumph.co.uk Quiller Triumph 0181 854 4777 SE London.

CONVERTIBLE 13/60. Burgundy. Nippy, recon engine. 38,000. Many new parts. Owned since 1976. Bodywork needs beauty job. Reluctant sale £1800. Wendy Aungier (Twickenham) 0208 2417425 - 85/11348.

CONVERTIBLE. Easy restoration, complete but dismantled for paint hardtop, soft top, few owners, very original, can deliver, selling too many projects. Nick (Salisbury) 01722 790173 or 01722 335380 (work) - 99/62090.

13/60 ESTATE 1971. Maroon, red with 1500cc Spitfire gearbox, clutch and lead free head. Fair condition but driveshaft problem. £1200. Chris Halls (Brighton) 01273 589452.

13/60 CONVERTIBLE. 1971. O/D. MOT 'til Feb. Mechanics excellent. Good hood and interior. Walnut trim. Many parts and receipts. Heritage Certif. Body needs attn. hence £850 ono. Matthew (Coventry) 01203 470661.

SPITFIRE

1500 1979 T. Red. A1 condition. 49000 miles. MOT June 2000. Well maintained. Garaged. Arthritis causes sale. £2500 ono. Some documentation. Beryl Marshall (Oldham) 01706 847736 - 94/49267.

1500 1986 (R). White. Excellent condition throughout. Drives well. MOT. New tyres, exhaust, alternator, Kenlowe, rear UJs. Hard/soft tops. Very clean. £2600. Dave 01992 781916 weekdays or (Edmonton) 0181 245 0365 eves - 99/60137.

MKIII 1969. Ideal restoration project. Signal Red. Tax exempt. Spare GT6 bonnet. Spare 1500cc engine. Parts to complete. £500 ono. Martin (Cumbria) 01539 738390.

1500 1975. Pimento Red. MOT. Tax until Dec '99. Smooth runner. Recent complete rebuild including mechanicals. Move oversas forces sale. £2400. Tarry (Wilts) 01249 720931 - 81/02124.

MKIII. Easy restoration project. Good chassis, body, bonnet. Needs new cylinder head. Very complete and original. Must sell - too many projects. Nick (Salisbury) 01722 790173 - 99/62090.

SPITFIRE 1500 1979. Unfinished project. Chassis finished. Body needs work. O/D, unleaded, hardtop, all parts to complete. Buyer collects. £500. Answerphone. Robin (Peterborugh) 01733 810575 - 98/58880.

VITESSE

MKI 2 Litre 1967. Black, used daily, mechanically sound. Good bodywork, paintwork needs some TLC. O/D box, stainless steel exhaust, otherwise standard. £1700 ono. Martin (Isle of Wight) 01983 200028 - 88/23297.

GT6

MKIII 1971. Mimosa. Part re-build 1998. Used regularly. Very reliable. Some history. TSSC valuation £4500. Priced for quick sale. £3200 ono. Alan Pole (Surrey) 01293 430674 - 99/60859.

MKIII Roto. Royal Blue, blue interior. O/D. Webasto sunroof. New carpets and respray, bucket seat, harnesses, sports exhaust. New MOT. £3500. Ian (Portsmouth) 01705 269846 - 90/33808.

MKIII NDB 566M. Part finished project needing TLC. £800 spent, brakes, steering completed. Moved house, no garage! Got married, no time. Chilton (Guildford) 01483 824299.

MKII. Tax exempt. Rotoflex. Overdrive. 2.5 litre engine. Gearbox needs repair. Bodywork reasonable. Spare overdrive and cylinder head. Ideal restoration project £600 ono. Nigel (Abergavenny) 01873 854633.

MKII. White. Original. Stored last 20 years. For restoration. Spares: Twin carbs, head, tatty Mkl bonnet. Sensible offers. Mr West (Berks) 0118 926 7533 (eve).

TSSC INSURANCE FROM FOOTMAN JAMES. CALL FOR A NO OBLIGATION QUOTE. LIMITED AND UNLIMITED MILEAGE WITH AGREED VALUE AND BREAKDOWN RECOVERY 0121 561 6262

M.W. Restorations

GT6 SPECIALISTS

We can restore your GT6 to its original condition, including paintwork in classic Triumph colours. From a minor rust patch to a full restoration, call Mike for an estimate. Also ALL mechanical work, suspensionn electrical faults and retrimming. We can also restore specific areas of your GT6 only, while you do the initial stripping down and final fitting up,
FOR DETAILS RING THE WORKSHOP ON :
01799 584994
Saffron Walden, Essex.

PARTS

Parts For Sale
Parts For Sale
Parts For Sale

SPITFIRE IV, SPITFIRE III, SPITFIRE II, GT6S, VITESSE CONVERTIBLE, HERALD CONV breaking: All parts available seven days and postal service. Above cars purchased. William (Forest Gate) 0181 5341981. Fax: 0181 519 8004 - 87/17737.

MICK DOLPHIN
CLASSIC TRIUMPH SPARES
★ GENUINE NEW TRIUMPH PARTS ★
★ALL MODELS COVERED INC. FWD★
★KEEN PRICES/ FREE ADVICE★
TRY ME FOR THAT ELUSIVE PART
01530 271326 EVES/WEEKENDS

HERALD, VITESSE, GT6, SPITFIRE huge stock new and secondhand parts. Discounts for Club members. Repairs and restorations undertaken. Complete cars available. David (Worcester) 01905 350503 - 94/47902.

TRIUMPH Heralds available for spares. Approximately 15 vehicles ranging from 1200 Saloons to Vitesses and early Coupes. Must go, need the space!! Pete Pottage (E Yorks) 01482 655880 or 01482 653785 work

WINTERS HERE. Still not done that job? MoTs, welding, gearboxes etc. Let me do it. Collection/delivery Ring for a chat. John - MAINLY TRIUMPH SERVICES. (Northants) 01933 388434.

WILLI'S BITS specialising in Triumphs but don't forget, we have millions of second-hand/new parts for most models 1930s - 1980s mail order. Restorations, with photographic reports at £13.95 per hour. Car collection/delivery inexpensive storage. Also for restoration projects for sale. (Somerset) 01460 76 663.

TPC Engineering. Servicing, mechanical repairs, MoT, MoT repairs and welding, accident and body repairs. 24 hour recovery. 28 Wedgewood Road, Bicester, Oxford 01869 320904.

HERALD/VITESSE hardtop new window clips and rubber seals. Very good condition £170 ono. Paul (Nottingham) 0115 9653511 - 97/56027.

VITESSE 6 1962 parts: Gearbox, diff, prop., driveshafts, suspension, electrics, distributor, starter, dynamo, manifolds, Strombergs, radiator, front valance, O/S door, trim, cylinder head, glass, wheels. Andy (London) 0181 674 8158 - 94/46593.

HERALD/VITESSE spares: glass, interior, suspension, body tubs including one Courier rear tub. All msut go. Prices very cheap. Feng Shui forces sale. Martin (Isle of Wight) 01983 200028 - 88/23297.

HERALD/VITESSE roof, complete, very good headlining. Also very good Webasto sunroof fitted £75. GT6/Vit MkIII engine, inc. all auxillaries, also fitted O/D gearbox complete with propshaft £200. Ian (Portsmouth) 01705 269846.

MKIV bodytub, MkIV engine, MkIV chassis. All the above **FREE OF CHARGE** to anyone who will collect. Stored in garage and space now required. F Smith (Lancs) 01706 658001.

RESTORING TRIUMPHS ?
Assorted UNF nuts & bolts, washers etc. Over 400 pieces, only **£13.25 + £3.65 P&P**
Bumper pack, over 1000 pieces, only **£35.00 + £6.00 P&P**
UNF Stainless Pack, over 400 pieces in High Grade A2 Stainless Steel. You won't beat this price! **£33 + £3.65 P&P.**
Assorted Grommit Pack over 240 Blanking/Wiring Grommits only **£10 + £1.50 P&P**
Tel: 0161 487 3659
or Fax: 0161 355 7573
GROVE COMPONENTS. PO Box 41, Hazel grove, Stockport. SK7 6PA.
or send payment payable to GROVE COMPONENTS to the above address

GT6 MkII tailgate £40, rear qtr. lights £40 pr. Wire wheels £200. Windscreen £20. Cylinder head £40. New rear spring £25. MkIII short engine £40. Minh (Chester) 07775 604846 - 94/49301.

J Y CLASSICS
Service, Restoration & Sale Of
Triumph Sports Cars
Hale Acre Workshops
Watchet Lane
Little Kingshill Bucks
Tel: 01494 866087
Mobile 0498 855150

HERALD 1200 engine 115K £20. Rubber bumper set £15. Twin SU carbs £15. 1300 FWD original Workshop Manual in binder £12. Nigel (Leicester) 0116 2219123.

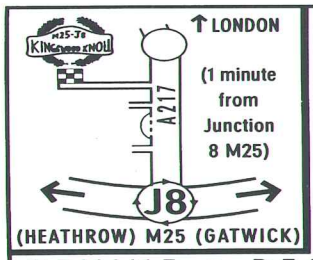
QUILLER TRIUMPH inertia reel seatbelt and anchor £15, static seatbelt and anchor £15. Chrome bonnet clip £5. Spit wing top and bootlid trims, chrome or black £5 each. Herald/Vitesse qtr. light assembly complete £9. Complete engines, untested £25. Complete engines guaranteed (good runners from insurance write-offs), 4 cyl £180. gearbox guaranteed (non O/D) £45. Flywheel (good ring gear) £5, water pump £5, propshafts £10, rear springs £5, carbs early £20, air box £5. Dynamo/alternator/starter £9. Front screen Spit/GT6 £25, Her/Vit £14. Door glass £9. Spit/Her front suspension corner (hub, vertical link, trunnion wishbones etc.) complete £25. Spit IV bonnet in very good condition £200.13/60 bonnets, good £80. 1200 fibreglass bonnet immaculate £50. Herald/Vitesse bootlids £15. Herald rubber bumpers £8. Spit fuel tank (leak free) with sender £15. Spit/GT6 bumpers from £20. All doors £20. We are continually breaking all Triumphs: Dials and dashboards, lamps, switchgear, badges, heaters, big stocks of everything - help us to make space. Also door. www.quillertriumph.co.uk 0181 854 4777 Woolwich.

JIGSAW RACING SERVICES
NEW FROM JIGSAW! YOU'VE SEEN THE ALUMINIUM LE MANS BONNET AT THE NEC. NOW WE HAVE MADE YOUR VERY OWN FIBRE-GLASS COPY TAKEN FROM THE ORIGINAL.
ALSO ALUMINIUM DOOR SKINS FOR SPITFIRE'S AND GT6's. REAR WINGS IN ALUMINIUM AVAILABLE FOR EARLY CARS.
CAMBER COMPENSATORS, £120 INC P&P.
1500 HEAT SHIELDS, £6.50.
ALUMINIUM BOOT RACKS, £35.
OUR OWN HANDMADE FOUR CYLINDER, FOUR BRANCH MANIFOLDS, S/S, £150.
HALOGEN CONVERSION HEADLIGHTS, £28.
AVO FRONT SHOCKS PAN AND BUMP ADJUSTABLE, £169 PAIR.
REARS BUMP ADJUST, £99 PAIR.
UNIT 9, PIPEWELL ROAD INDUSTRIAL ESTATE, DESBOROUGH, NORTHANTS
Call Mark on 01536 763799 or 07970 938761.

SPITFIRE COMPLETE rolling chassis: Restored. Fitted with all the best bits including 1500 engine, overdrive box, spax adjustables etc. With registration document. Ring for more details. £600 Quiller Triumph 0181 854 4777 SE London.

LLEDO Vanguard Herald models VA5000 (red) VA5001 (BSM blue) VA5002 (yellow) £8 each or swap VA5003 VA5009 HV002. Jim (Glasgow) 07771 956 643 - 98/58277.

SPITFIRE Mk4/1500 spares: Chassis, no rust £50. Hard top and fittings £90. 4-speed g/box £40. 1300 new Borg & Beck clutch £40. Body tub restored to good standard 95% complete £300. Rebuilt short engine 1500 £80. Dash top



M25-J8
KINGSWOOD KNOLL
SPORTS CARS
REVIVE • RESTORE • REPAIR
Tel: 01737 222084

£20. Excellent rear bumper £70. New front shocks £22 pair. GF quarter valence £5 each. Also very early Mkl Spitfire for sale with original number plate. Offers. Richard 01483 578505.

SPITFIRE MkIII/IV spares: Chassis, engines, wheels, bonnets. Too much to list. Ring Andy for further details. Wyatt 01722 502837 - 99/61672.

SPITFIRE III chassis, engine, gearbox, diff. Other bits. Make an offer. Paul (Swansea) 01792 368661 - 98/58718.

SPITFIRE IV/1500 steel hardtop for sale. Black vinyl finish with recent lining. Good condition. To clear. Offers? Mark (Kent) 01322 442607 - 97/57258.

NEW GRP: 4-cylinder/6-cylinder gearbox tunnels £30. Herald/Vitesse front valances £25. Spitfire IV/1500 dash top covers, cover splits, retain original appearance. £ enquire (under development). Spitfire I/II/III GT6 I/II rear valance £20. Can post. Simon (Notts) 0115 9177371.

HERALD/SPITFIRE/VITESSE/GT6 loads of guaranteed used parts including the following: Three-rail J-type overdrive gearbox for 6-cylinder car £250; single-rail type overdrive gearbox for 4-cylinder car £200; Spax dampers (rear) £50 pr; swing-springs (complete, suit converting non-rotoflex cars) £40; 4-cylinder half-shafts/backplates £35 ea; Vitesse 1600 front uprights/brakes (allow 4 pot caliper fitting to 6-cylinder cars) £70 pr; 1200-1500 engines £30-£200; differentials 4.11:1 £20. Vitesse: Bootlid with reverse lamp etc. £10; excellent radiator £50. Herald/Vitesse: Front uprights/drum brakes £20 pr; pair good doors £40. Spitfire IV/1500: Chassis £50 (good) to £100 (shot-blasted/painted); exhaust box £30, fuel tank with sender £20; 4-speed gearbox £40. Much more. Can post/deliver. Simon (Notts) 0115 9177371.

VIT/GT6 new cylinder head £95; Vit 1600 bonnet good arches £145; overdrive gearbox J-type good S/H £275; MkII rolling chassis £225. Vit 1600 engine refurbished c/w all ancillaries £225; 1600 clutch £40; Vit/GT6 II cylinder head £55; 2.5cc engine vgc £250; Coupe roof £65; 1300cc Head £35. Mike (Coventry) 01203 644499/0468 775170.

SPIT 1500 overdrive gearbox good S/H £225; 5J wheels 4 off £40; Mk4 1300 type eng. vgc all ancillaries £150 (Her 1200 upgrade). Mike (Coventry) 01203 644499/0468 775170.

NEED HELP FIXING YOUR TRIUMPH? We can repair all Club cars to A1 condition including MoT, mechanical servicing work, bodywork and paintwork . Or we can carry out the major restoration work while you strip the car down and fit it up. A good way to save some of your hard earned cash for those New parts. For an estimate call Mike at MW Restorations 01799 584994 (Essex / Herts / Cambs border)

PARTS WANTED

GLASSFIBRE HARDTOP for Spitfire MKIII and also for a MKIV. Good condition. Urgently needed. Please Call John (Surrey) 01252 377929.

GT6 MKI OR SPITFIRE MKI/II/III body tub wanted to repair, GT6 MkI complete or separate panels please. Nick (Salisbury) 01722 790173 - 99/62090.

DISTRIBUTORS Vitesse 1/2 Lucas tacho type 41168/41273/410305, any condition. Good price paid. Other numbers considered Lucas tacho only. Mike (Coventry) 01203 644499/0468 775170.

CARS WANTED

2.5 OR 2.0 LITRE SPITFIRE. Good condition. Will offer good price. Contact anytime. Will travel to see. Tony Shannon (Reading) 0411 668425 - 96/54047.

TSSC INSURANCE FROM FOOTMAN JAMES. CALL FOR A NO OBLIGATION QUOTE. LIMITED AND UNLIMITED MILEAGE WITH AGREED VALUE AND BREAKDOWN RECOVERY 0121 561 6262

TRIUMPH TRADE SERVICES

DOUGLAS MOTOR SERVICES
SPECIALIST RESTORATION AND REPAIRS FOR THE TRIUMPH OWNER
SERVICING AND MOT WORK
FULL BODYSHOP FACILITIES
EX TRIUMPH DISTRIBUTOR
40 YEARS EXPERIENCE
GRAFTON INDUSTRIAL EST
NORTHAMPTON
01604 632201

BRODIE MOTOR SERVICES
RESTORATIONS, MOT WORK, SERVICING ON ALL MAKES OF TRIUMPH AT VERY COMPETITIVE PRICES.
OVER 20 YEARS EXPERIENCE.
FRIENDLY SERVICE.
TEL: 01206 562597
WWW.SOS.UK.COM/BRODIE-MOTORS
COLCHESTER, ESSEX

SUSSEX TRIUMPH OWNERS
FULL MECHANICAL REPAIRS FOR YOUR HERALD, VITESSE, SPITFIRE, GT6 AND DOLOMITE SPRINT
ALL MOT WORK CARRIED OUT
WIDELY EXPERIENCED AND QUALIFIED WITH OVER 40 YEARS IN THE TRADE
STUART BRAID M.M.M.I
NUTLEY, SUSSEX
TEL: 01825 712841

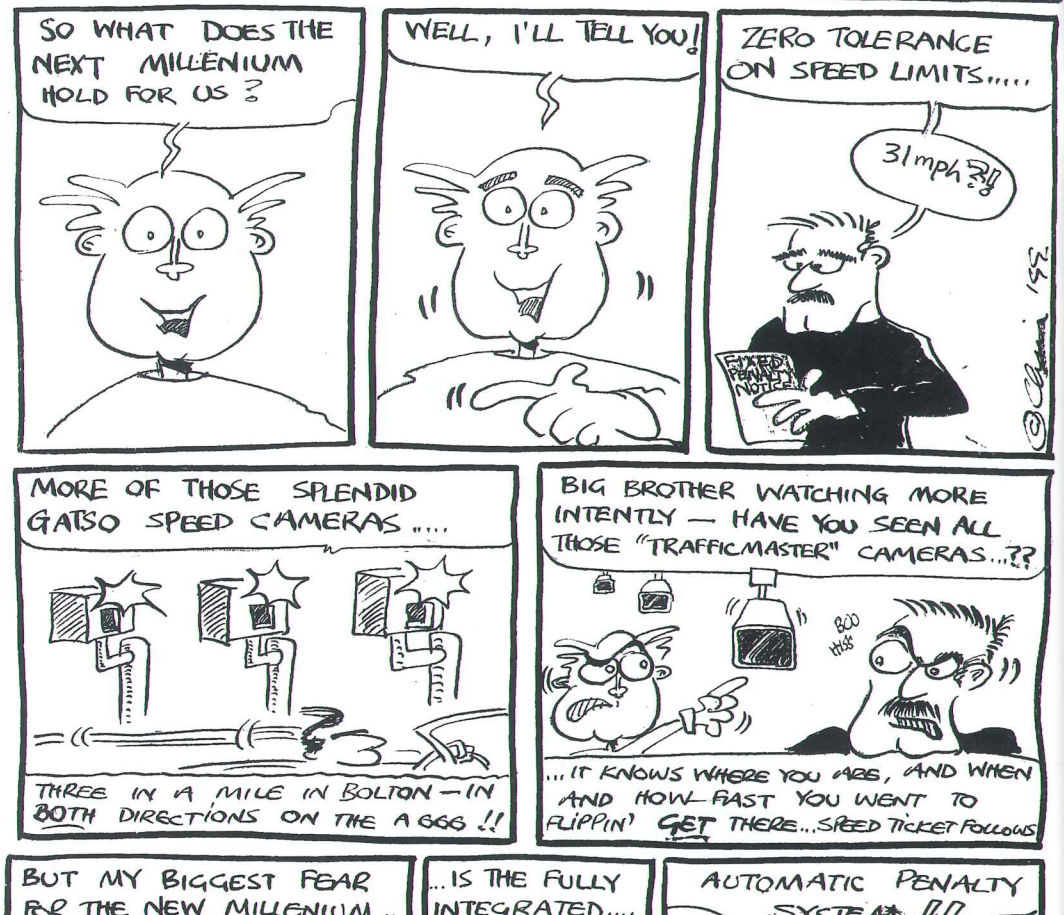
TSSC January Sale
Saturday 8th December 9 - 4pm
The Club HQ and Shop will be open ALL day and will be giving Special DISCOUNTS on most goods on this day only. Get your last minute Christmas presents and Save £££'s.
For those Members not able to visit we are taking orders over the phone and are WAIVING ALL CARRIAGE CHARGES for orders placed on the day.
TEL: 01858 434424

TOTALLY TRIUMPH & TRADING TRIUMPHS LTD.
★ MoT work, servicing, mechanical work, rustproofing.
★ Welding and accident repairs.
★ Full or part restorations.
★ Engines, gearboxes or bonnets, chassis, bodytubs built to order.
Cars and parts, purchases and sales.
01565 777 577
Near Warrington, Cheshire. Phone for directions.

KENT TRIUMPH CENTRE
Expanding into 2000 in Style
Call into our New Premises & Retail shop for a chat & Free Coffee or Visit our Website on the internet
Sales - Servicing - Repairs
Extensive Range of New, Used and Reconditioned Parts
25 Years Experience
Fast Worldwide Mail Order Service
01322 555059
0181 300 3337

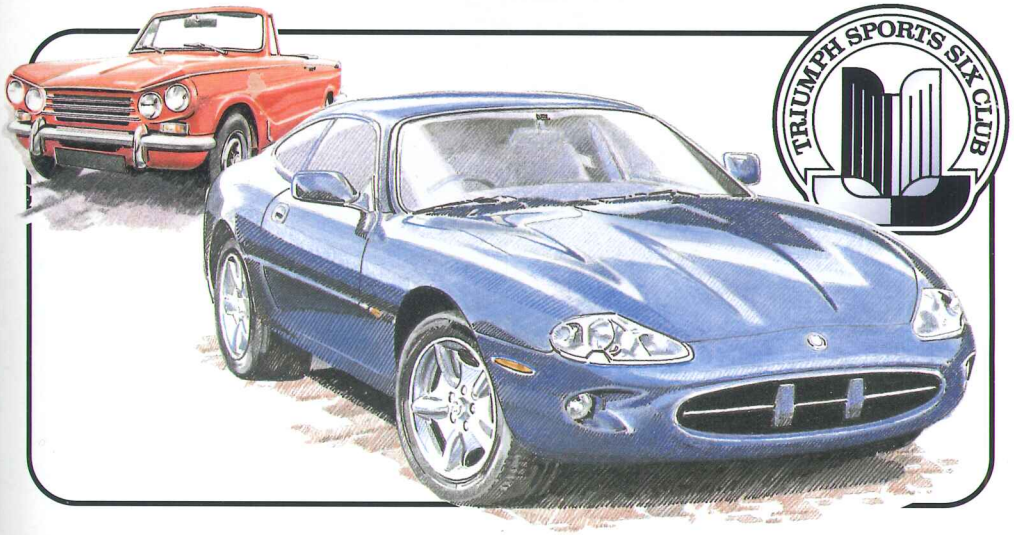
HAPPY NEW YEAR!

TOMMY the MILLENIUM TRIUMPH



OH, AND NO MORE LEADED PETROL.!

MODERN CAR INSURANCE



An exclusive scheme for Triumph Sports Six Club Members already insured under the present TSSC Insurance Scheme in association with QLC Ltd. Competitive Premiums available for all drivers aged 17 and over with European Breakdown Recovery plus Road Rage Personal Accident Cover and Motor Legal Expenses included.

FOR INDIVIDUAL SERVICE AND COMPLETE PEACE OF MIND

CALL US TODAY

The Enthusiast's Insurance Broker

FOOTMAN JAMES

Telephone 0121 561 4196

THE MARKET LEADER