

# Herald Vitesse SPITFIRE GT6

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

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The best catalogues in the business. With knowledgeable people to help you when you phone.  
Vast parts holdings. Efficient systems of stock control.  
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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.  
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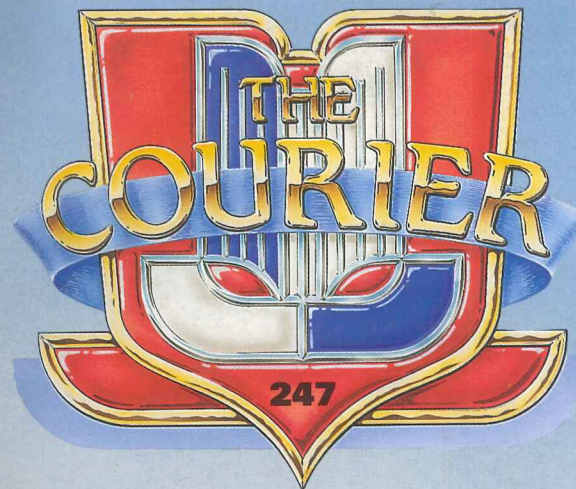


## RIMMER BROS

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.



JANUARY 2001





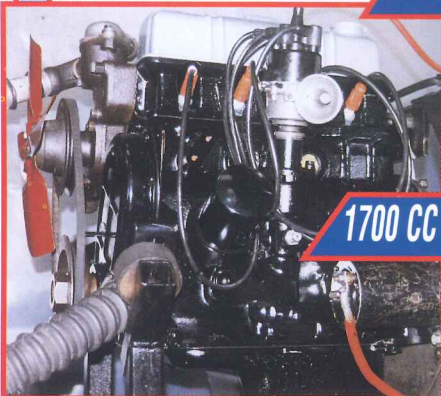
# Unleaded

## Performance Engines

In addition to the full range of Standard engines that are now available we are excited to announce the addition of two brand new engines to the range to cater for the power hungry.



### 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.

**£1250 - Surcharge £175**

### 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.

**£1495 - Surcharge £175**

**SEE FITTING ARTICLE**

Page 28, October 2000 - Courier

## 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 and £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.**

## Standard & Stage 2 Engines

CAR	TSSC £	SURCHARGE
HER 1200	960	235
HER 13/60	960	175
SPIT MK1	960	235
SPIT MK2	960	235
SPIT MK3	960	175
SPIT MK4	960	175
SPIT 1500	860	175
VIT 1600	1950	350
VIT MK1	1450	235
VIT MK2	1450	235
GT6 MK1	1450	235
GT6 MK2	1450	235
GT6 MK3 EARLY	1450	235
GT6 MK3 LATE	1450	235
1300 STAGE 2	1350	175
1500 STAGE 2	1350	175
2 LTR STAGE 2	2050	235

[www.tssc.uk.com](http://www.tssc.uk.com)

ORDERS HOTLINE  
01858 434424

FAX HOTLINE  
01858 469693

# The Courier

The Official Monthly Magazine of  
THE TRIUMPH SPORTS SIX CLUB

No.247 Vol 21. JANUARY 2001  
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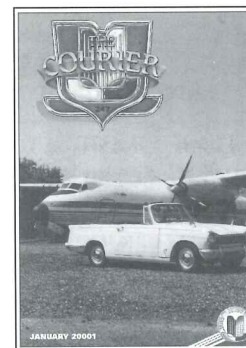
## COUNCIL MEMBERS 2001

David Aspinall, Annis Green, Chris Gunby,  
Léon Guyot, Tom Longley, Chris Mills,  
John Muggleton, Stuart Newbould,  
Simon Roberts, Vivien Thompson,  
Bill Sunderland, Trudi Prettyjohns,  
Brian Waters, Peter Williams.

**For a full list of TSSC officials see page 8.**

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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 Pic  
Take off into 2001!  
13/60 Convertible  
Photo supplied by  
Derek Giles

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# T.S.S.C. Events Calendar

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

## NATIONAL EVENTS 2001

Contact Club H. Q. for more information

### February

SUNDAY 11 February 2001

THE INTERNATIONAL TRIUMPH SHOW  
& SPARES DAY  
THE NAC, STONELEIGH, WARKS

### May

SUNDAY 27 May 2001

THE STANDARD TRIUMPH MARQUE DAY  
HERITAGE MOTOR CENTRE  
GAYDON, WARKS

### July

SATURDAY/SUNDAY 14/15 July 2001  
TSSC INTERNATIONAL WEEKEND  
STAFFORD  
COUNTY SHOWGROUND  
STAFFORDSHIRE

PLEASE SEND ALL EVENT INFORMATION  
FOR NEXT YEARS EVENTS AS SOON AS YOU  
CAN FOR THE 2001 EVENTS CALENDAR TO  
TRUDI PRETTYJOHNS AT THE CLUB H.Q.

## REGIONAL EVENTS

Contact Local Area for more information

### February

SATURDAY/SUNDAY 3/4 February 2001  
AVON AREA STAND AT THE  
BRISTOL CLASSIC CAR SHOW  
SHEPTON, MALLET  
CONTACT COLIN: 00179 691322

### JUNE

SATURDAY/SUNDAY 23/24 June 2001  
13TH ANNUAL PEAK RUN & CONCOURS  
DERWENT VALLEY

## OVERSEAS EVENTS

(CLUB INVITED)

### July

FRIDAY to SUNDAY 27/29 JULY 2001  
INTERNATIONAL TRIUMPH DAYS  
ALINGAS-GRAFSNAS. SWEDEN  
CONTACT BENGT OLSSON  
TEL: 0046 302 34416 OR  
TRIUMPH CLUB OF SWEDEN  
TEL: 0046 454 19298.  
[www.triumphclub.se](http://www.triumphclub.se)



## SHOWCAR *Register* CARS WANTED

**W**e are currently looking for cars to feature on the Club stand at the Stoneleigh Triumph Show. So if you would like to have your car on stand there or at other shows, you should join the TSSC Showcar Register - please ring for full details.

**John Muggleton 01858 434424**

# Comment

by Bill Sunderland

## Best Buy or What?

**T**his is no Space Odyssey, only twenty years after finishing on the production line, the Triumph Vitesse MkII Convertible becomes the Daily Telegraph's best buy in the extremely competitive small convertible market. For starters, we

all body and mechanical parts are readily available, if it starts oozing anything else". Demand has always been high over the past five years for good Vitesse Convertibles and this article will surely heighten that. The down side is supply: only

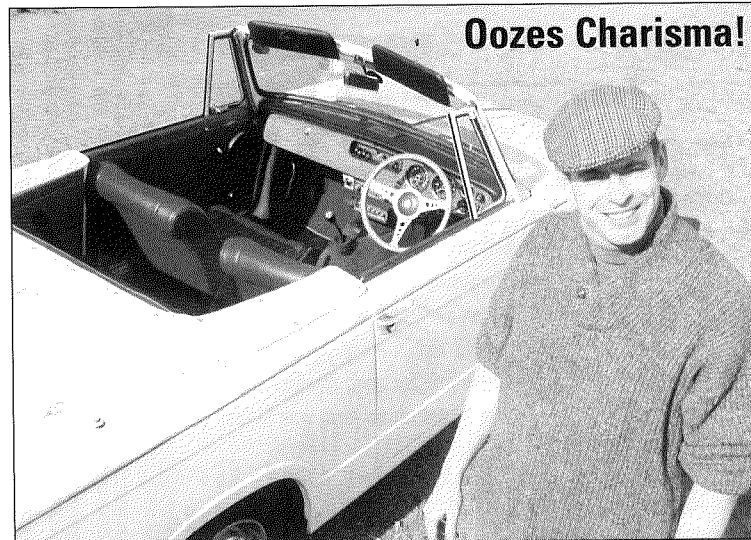
sentimental reasons as we picked the car up on the day we got engaged and she still sees the car for what it is, a superb stylish convertible.

I do hope 2001 brings better weather to mainland Europe; members in warmer parts of

the world please move the heat this way. We need a proper summer to entice us to enjoy our cars during 2001. Throughout last year we had excellent support from contributors to The Courier magazine, just glancing back, what a fantastic job you all have done. For our Editor Bernard Robinson, your contributions bring us the best Triumph monthly read, please keep this up. Area reports have been at an all time high. With so much

effort, please support your local group whenever possible. I would like to see more on the International front, so please Members far and wide, if it's Triumph let us know and if a budding writer, send us a report. For everyone, enjoy 2001, enjoy your Triumph.

## Oozes Charisma!



know what a capable car the Vitesse is but so good so many years on. It's the combination of quality the Vitesse possesses that puts it at the top of the pile, even against competition between successful cars like the Peugeot 206 Cabriolet, Golf, Renault Megane etc. Most four-seater convertibles suffer on their looks, many certainly on performance, here's a snippet from the Telegraph's conclusion: "Oozes charisma - and

4,000 MkIIs were produced and on our reckoning only about 1,500 survive, lucky few. Sure, I'm one of those who has owned one since the early seventies, still with original paint and carpets. Jo, my wife, has always vowed that the Vitesse stays - perhaps for



# TSSC NEWS *Review*

Your monthly round up of all  
News of a Triumph nature

## Council of Management

I'm pleased to inform members that due to his now greater responsibility within the Club, John Muggleton the Club's Office Manager has been coopted on to the Club's Council of Management. All success John in your increased role at the TSSC.

**Peter Williams,**  
General Secretary.

## 2001 Club Questionnaire

Compiled by the  
TSSC Forward Planning Committee  
How about a few minutes of your time?

Inserted with your Courier this month you will find a Club Questionnaire. Would you please take a few minutes to complete this form as the information you supply will help us to continue to keep abreast of your requirements and improve our service to you.

We have included a pre-paid return envelope for your response, which needs to be returned to the Club HQ by 31st of January to qualify for entry into a prize draw, for a chance to win a £100 Offers/Regalia voucher. You can, of course, still return the questionnaire after this date, as all

replies are valuable to us. We look forward to receiving your questionnaire and wish you good luck in the prize draw. The winner will be notified by 10th February 2001.

All information received will be held by the Club and not passed to any third parties, in accordance with the Data Protection Act.

## Area Organisers Don't Forget to Register your Area

It is a requirement of the Triumph Sports Six Club Limited that all Areas operating under the name of the Club shall duly Nominate and Second a representative to be known as Area Organiser.

The term of office to be for one year from **1st January 2001 to 31st December 2001**, unless a duly elected substitute be registered during that time. If Areas elect JOINT Organisers please COPY and complete and return a Registration Form EACH.

The Registration form was in last Months 'Review'

## The Great British Autojumble

Following the success of the Great British Autojumble held last year this ever popular event returns once again to the NEC Birmingham, on Sunday January 7th 2001. Sponsored by Practical Classics Magazine, Footman James, the enthusiasts Insurance Broker and Classic Motor Monthly Magazine, the Great British Autojumble promises to be an Aladdins Cave of Motoring Treasures: from rare parts, tools for that fiddly restoration job, to literature and books. Tickets to the event are £6.50 and Parking is FREE. Call Ticket Hotline on 0121 767 4848 (50p Charge).



# HQ OPENING TIMES

**JANUARY - OPEN AS USUAL  
FROM 2<sup>ND</sup> JANUARY**

**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**  
**TSSC JANUARY SALE**  
**SAT/SUN 6<sup>TH</sup> & 7<sup>TH</sup>**  
**Sat. 9-4pm Sun 11-4pm**

**FEBRUARY - OPEN AS USUAL**

**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**  
**SATURDAY 10<sup>TH</sup> - 9.00 AM - 1.00 PM**  
**SATURDAY 24<sup>TH</sup> - 9.00 AM - 4.00 PM**

**TSSC January Sale**  
**Saturday & Sunday**  
**6<sup>th</sup>/7<sup>th</sup> January 2001**

**Sat. 9-4pm Sun 11-4pm**

**All Items Discounted in Shop to Visitors**  
**Free Carriage for Orders placed by Phone**



**5%**  
**Discount**

**Save £££s by Ordering Early**

Orders being taken now for the  
Stoneleigh Show Sunday Feb 11th  
Members placing advance orders  
and making payment in advance will  
automatically receive a 5% Discount



# TSSC Services & Officers

## CLUB HEADQUARTERS

The following services are available from the Club headquarters.

### TSSC MEMBERSHIP

£34.00 UK £36.00 EUROPE £40.00 OVERSEAS

### RENEWALS

£32.00 UK £36.00 EUROPE £40.00 OVERSEAS

TSSC REGALIA MAGAZINE BACK ISSUES  
TSSC INSURANCE INFORMATION PACK  
TSSC - Main Street, Lubenham,  
Market Harborough, Leics. LE16 9TF  
Tel: 01858 434424 Fax: 01858 431936

e-mail: [tssc@tssc.uk.com](mailto:tssc@tssc.uk.com)  
http: //www.tssc.uk.com

### TSSC INSURANCE QUOTATIONS

FOOTMAN JAMES & CO LTD  
Tel: 0121 561 6262 Fax: 0121 559 0814

### VALUATION SERVICE - TRUDI PRETTYJOHNS

TSSC, Main Street Lubenham, Leics. LE16 9TF  
TEL: 01858 434424 Fax: 01858 431936

### TSSC HANDBOOK

TSSC, Main Street, Lubenham, Leics. LE16 9TF  
Tel: 01858 434424 Fax: 01858 468228

### TSSC LIBRARY

TSSC, Main Street, Lubenham, Leics. LE16 9TF  
Tel: 01858 434424 Fax: 01858 431936

### TSSC OFFERS

TSSC, Main Street, Lubenham, Leics. LE16 9TF  
Tel: 01858 434424 Fax: 01858 431936

### RAC SCHEME

TSSC, Main Street, Lubenham, Leics. LE16 9TF  
Tel: 01858 434424 Fax: 01858 431936

### MAGAZINE COPY DATE

All magazine material must be received  
**BEFORE 10<sup>th</sup>** of each month prior to the  
month of publication.

**DEFINITION OF DEADLINE** - Last date by which  
copy can be included in the publication,  
assuming space is still available. Always try  
and work well in advance of the deadline.  
TSSC, Main Street, Lubenham, Leics. LE16 9TF  
Tel: 01858 434424 Fax: 01858 468228  
e-mail: [courier@the-studio.demon.co.uk](mailto:courier@the-studio.demon.co.uk)

### TSSC ACCOUNTS

TRUDI PRETTYJOHNS  
TSSC, Main Street, Lubenham, Leics LE16 9TF  
Tel: 01858 434424 Fax: 01858 468228

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

#### TECHNICAL SECRETARY

Carl Heinlein, St Davids, Chepstow Road, Langstone,  
Gwent. NP18 2JR. Tel: 01633 412377 (between 6-7pm)

#### HERALD 948/1200

Bill Davies, 28 The Pippin, Calne, Wiltshire. SN11 8JF.  
Tel: 01249 815342. e-mail: [w.davies@virgin.net](mailto:w.davies@virgin.net)

#### HERALD 1360

Derek Giles 7 Homefield Close, Winscombe,  
Somerset. BS25 1JE. Tel: 01934 842841

#### SPITFIRE Mk I/II/III

Brett Dennis, 32, Clarks Close, Ware  
Herts. SG12 0QH Tel: 07944 586275 or 01920 466823

#### SPITFIRE Mk IV/ 1500

John Thomason, 154, Coleford Bridge Road, Mytchett,  
Camberley, Surrey. GU16 6DS.

#### VITESSE 1600/ Mk I/ II

Forwarding address: Mac Reynolds,  
[macfreedom@hotmail.com](mailto:macfreedom@hotmail.com)

#### GT6 MkI/ II/ III

Mike Scott, 'Brambles' 4, Blackberry lane, Cowes,  
Isle of Wight. PO31 7RB. Tel: 01983 293650

#### BOND

Guy Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE  
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David Royle, Lydia Cottage, Parkend Road, Yorkley,  
Forest of Dean, Glos. GL15 4TG. Tel: 01594 563411

#### INTERNATIONAL LIAISON SECRETARY

Léon Guyot, 5 Kenilworth Ave., Wimbledon, London. SW19 7LN.  
Tel: 0181 947 7659 Fax: 0181 947 7659  
e-mail: [guyotleon@aol.com](mailto:guyotleon@aol.com)

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NR18 9EA. Tel: 01953 850073  
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TR2 4QY. Tel: 01726 883884

#### PUBLIC RELATIONS OFFICER

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Donaster, South Yorkshire. DN5 7LG. Tel: 01302 850740

#### SHOW CAR REGISTER

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Tel: 01858 434424

#### AREA LIAISON OFFICERS

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Sth Yorks. S70 5XF. Tel: 01226 745637  
Vivien Thompson, Ivy Cottage, 5 Rectory Mews, Sprotborough,  
Donaster, South Yorkshire. DN5 7LG. Tel: 01302 850740

#### COMPETITION SECRETARY

Jo Field, 69 Neuville Way, Springfields, Desborough,  
Northants. NN14 2XT. Tel: 01536 763799



# Cop Shop



## Vehicle Excise Duty (VED) - 'Car Tax'

Although this does not directly effect 'our cars' it demonstrates the future of car tax and shows what might happen to our cars in the future. It will also effect the Euroboxes that many of us have.

This new system has several different tax classes, basically the less a car pollutes, the less the owner will pay.

### Which cars qualify?

Brand new cars registered from 1st March 2001 will be taxed in a different way. VED will be based on a vehicle's carbon dioxide (CO2) emission figure and the type of fuel they use. A low CO2 output means greater fuel efficiency, so you won't just be doing your bit for the environment, you'll also make substantial savings in tax and running costs. A four-band system will apply to each fuel type.

**What if my car is registered before 1st March 2001?** All cars registered prior to 1st March 2001 will continue to be taxed under the existing system (by engine size). For information on changes to the existing system see DETR leaflet INF83.

**Where can I find details of my car's emission figure?** Information on CO2 figures for particular model types and VED to be charged can be found on the DETR website.

### How much will I pay?

To help you identify the duty you will pay, DVLA has banded the four categories.

## by Mike Crewes

Annual VED payable on new passenger cars registered from 1st March 2001.

Band	CO2 Emission Figure g/km	Alternative Fuel Car	Petrol Car	Diesel Car
		1	2	3
Band A	Up to 150	£90	£100	£110
Band B	151 - 165	£110	£120	£130
Band C	166 - 185	£130	£140	£150
Band D	Over 185	£150	£155	£160

g/km = grammes per kilometre travelled.

Further Information.

DVLA website <http://www.dvla.gov.uk/newved.htm>

Telephone 0845 605 2222

VCA Booklet New Car Fuel Consumption and Emission Figures  
Available from motor dealers, or write to

### VCA-1

The Eastgate Office Centre  
Eastgate Road  
Bristol BS5 6XX

It appears that whilst there is a discount for less polluting cars, diesels and low pollution cars (e.g. electric) are still taxed at a high rate. It also means that we are all taxed twice on fuel, so the more you use, the more tax you will pay. The disparity will now grow and when and where will cars registered before March 2001 fit in. I personally do not believe that this is in any way fairer for motorists than the current system, or a blanket system.

It occurs to me that motorists are being divided into smaller groups that are easier to conquer, which can only be bad news, but we must stick together and hit back with more action at the pumps!

**Well that's me off my soapbox!**

If you have a topic, or query on Road Traffic Legislation why not write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN (SAE for a reply please), or email:

[MikeCrewes@Standard-Triumph.com](mailto:MikeCrewes@Standard-Triumph.com)





# More Monacos

By Trevor Collett

Back in July I wrote a bit about Moss Monacos and featured one particular green, six-cylindere example.

TRIUMPH Specials Register

What I didn't admit to then was that I ran just about the same article, with the same photos, in August 1993; it's the only time I've done it, honest. There would only be one person who would have sussed me, the owner of the car, and blow me down if he didn't write to me a few weeks later:

That Monaco, 'tis mine. Apologies for not letting you know last time you printed the pictures. It looks even better in colour this time, though it was not at its best when you took the pictures. If you look carefully you can see it has odd wheels having failed its MOT a short time before on cracks in the sidewall of the rear tyres. It was also being run at the time with only the GT6 centre exhaust box fitted. Shortly after that the box blew and I



Red Monaco, Yorks Motor Festival, pic by Terry.

ran it without an exhaust and only a chrome anti-resonance tailpipe, very loud. It sounded like a machine gun on the overrun but it wouldn't run right so it now has a Westfield chromed system, too quiet, but runs better. The car is currently being run on unleaded while I wait for it to go wrong, and it is! The valve seats are receding slowly. As

money may be tight for the next few years (new house - lots to repair) it may get stored until I can get an unleaded head at the right price.

I have owned the Moss for twelve years, since it was a Mk1 GT6. The car was bought as a donor and nowadays may have been repairable. I bought the body tub shortly after and used to store it by hanging it

from the garage roof by seat belts while I wheeled the chassis in and out underneath. You may have noticed some damage to the rear of the body, it fell out of the roof onto my mother one day while we were manoeuvring below it. It took me just under two years to build and after passed its MOT first time. It then went to Le Mans two months later whilst running in. It was a very slow

journey, wrong diff ratio and no overdrive.

Two years later the need for an overdrive became too much and it was off with the body to fit a replacement gearbox. This also allowed me to fix loads of other minor problems. By this time I had moved house and so we had to lift the body over a six foot fence into the back garden to store it. Two years after that we moved again and it had its own garage which it shared with a newly acquired Mk3 Spitfire. Then came along a Bond Equipe GT4S, then last year a Mk4 Spitfire, then a 1500 (for spares) and next month we move again! The Moss is currently stored back where it started life in my mother's garage so is not getting used as much as it should. As reported in the North London Area News in July I took it out to blow the cobwebs out of the lungs of a few of my friends.

It seems that the Monaco is becoming a rare breed, I know of at least five others that used to be within a few miles of where I live but I have seen none on the road for at least five years. Whether they have suffered by not having been registered correctly or whether the owners just got bored with them I don't know. They can be very tiring on a long run and an absolute nightmare in the rain. It is amazing how low you can slide to avoid getting a drenching. I have now invested in a leather biker jacket

and this has helped enormously.

On the subject of registration I am eternally grateful to the Inspector who, when he came ten years ago, asked if I wanted the documentation changed to read Moss Monaco. He said it might help if I was ever stopped by the police. I haven't ever been, despite the lack of silencers. It has made my life simple, I just tax it (free). Hope this has filled in the gaps I failed to fill in when I missed you all those years ago at the SEM.

The sender of this saga of changing bases and attempted matricide was Colin Wake, a man from Essex. Good to hear from you Colin, thanks for taking the time to write. It seems that Colin is not a great photographer and since I balk at printing the same pictures a third time you will have to refer back to remind yourself how Colin's Monaco looks.

The July article prompted another Moss Monaco owner to write, good response,



# MORE MONACOS

keep it up. Gary Tindle's car is also green, I know this because he sent me some prints from his digital camera. Unfortunately these will not reproduce well enough for publication, so you will have to use your imagination. Here are Gary's words though:

**Hi Trevor,**

*In response to your recent request for Moss Monaco pictures. Here are some of my recently finished car. I bought it about a year ago as an abandoned project. The guy had started it around fifteen years ago, done all the donkey work on the chassis, completely reconditioned the engine and then left it. When I first saw the car the chassis and engine were in a shed, covered in rust, and when I asked where the bodyshell was, he pointed to a large mass of brambles and said, "It's in there somewhere!" Anyway, it just needed a good wire brushing and a couple of coats of Hammerite and the build went OK. The only nightmares being the wiring and getting the mudguards to fit right. As I work in a large engineering firm I was able to make a lot of the parts for it such as the steering wheel, filler cap and kalometer. I had a few overheating problems to start with but I think that was due to the previous owner reboring it a bit tight. At the moment I'm having brilliant fun roaring around the country lanes thinking, "How can I be having this much fun and not be*

*breaking any laws, well, not too many!" I managed to retain the original registration, so it's tax exempt and only £78 fully comp - it's pretty cheap to run. The plan is, next year, to take it to Le Mans for the 24 Hours with my mate Simon and his Moss Mamba, they featured in the Courier back in January 2000.*

Thanks Gary, long may the fun continue. We now know where to go to see some Monacos, don't we, a certain town in France on a certain day in June. Just when I thought I might have to draw a picture to go with this Monaco article the day was saved by Terry from Beverley. He sent me the photo of this Red Monaco that he took at the Yorkshire Motor Festival last summer. All he can tell me about the car is that it is badged, "Moss Triumph." Anyone know any more about it?

## KITS GO TO BRIGHTON

One classic car event that commands a high standing amongst enthusiasts is the London to Brighton Classic Car Run for pre 1979 vehicles. I have taken part four times over recent years in my Herald. There have always been a few kit cars amongst the five or six hundred competitors every year. For 2001 the organisers have added a new dimension, they have invited all kit cars to join in, with there own starting point at Crystal Palace, joining up with the classic cars on Madeira Drive in Brighton. Sounds like an excellent idea to me, the day is Sunday 3 June, for details and an entry form call **Greenwood's Exhibitions** on **01296 631181** or **632040**.

Gives me a huge problem though,  
which car do I go in?

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# Early Spitfire

By Brett Dennis

**A very nice MkIII Spitfire can be seen here in the first photo taken at Stanford Hall.**

**H**ow clean those wire wheels look - I bet they can be a real pain to clean unless you have a power jet washer!

I have had quite a few problems this month with HAR 669G: First the Herald radiator started to leak. We already had another Herald wide item but trying to fit this turned into a large headache. The angle brackets on the ends of the rad. had been soldered on upside down from new, meaning the bolt holes were in the wrong place.

Consequently, the filler neck sat at 180 degrees to normal. So the overflow pipe would fit into the clips on the angle bracket. Even after re-drilling the holes the radiator turned out to be too tall for the bonnet to close.



So that was a waste of £3! A correct MkIII item now sits in the cradle. The old Herald rad. used to run hotter but the temperature needle never moved whether you were stuck in traffic or not. Now the Spitfire runs cooler while on the move but gets hotter and hotter in traffic. HAR 669G has a very high compression head and has always pinked under load but since the the MkIII rad has been

installed, this has been dramatically reduced.

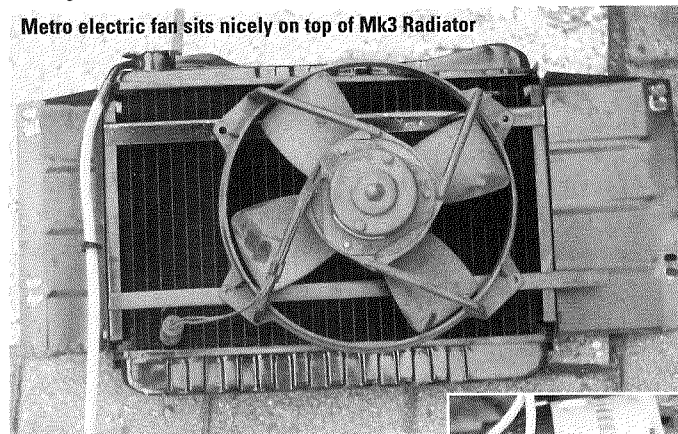
On my way to work there is a certain roundabout at Waltham Cross that somehow always made the steering column creak when cornering. In the end I decided to investigate and found the top clamp to have a slight bit of play present. To tighten the two nuts which hold it all together the drivers side glove box has to come out (not one of my favourite jobs). The first nut tightened ok but the second not, it just kept turning. Upon removal one of the two studs had pulled out of the clamp. A good secondhand item has now been fitted.

One morning as I jumped in the car ready to go to work, the drivers seat back snapped, making the journey very uncomfortable. This is a very common problem with early Spitfire seats. I would say nearly all early Spitfires with MkIV seats fitted are because of a broken, original, seat back. This can be easily repaired and also modified by a small gusset being welded into the corners - there is a Triumph Service Sheet suggesting the

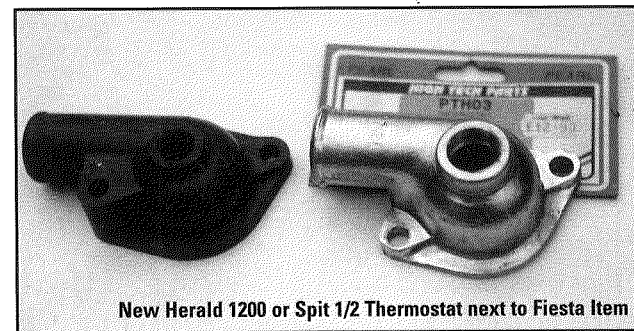
same advice. While the seat was apart, I took the opportunity of renewing the old seat cushion with some new foam, making it far more comfortable than before the breakage.

I said a couple of months ago I would try and show you how to fit a very cheap electric fan using a new thermostat housing for a Ford Fiesta (1TH03) which has a large thread in the top to take a thermostatic switch for the fan. Parts also required are one Metro radiator fan and switch for the housing.

**Metro electric fan sits nicely on top of Mk3 Radiator**

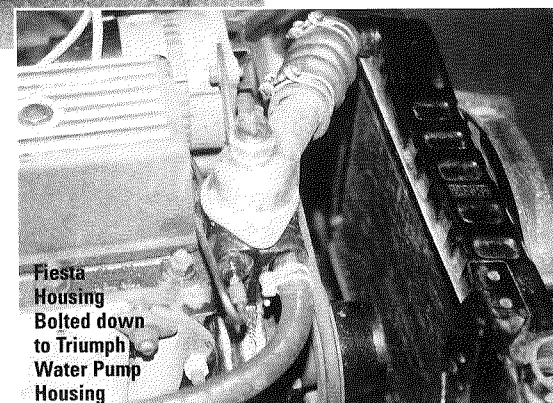


As you can see from the photos, the Metro fan sits on two lengths of flat steel which are riveted to the outer flanges of the rad. All holes are marked and drilled off the rad. to minimise any slip-ups. The housing is almost identical to the Triumph item in shape and size, even the bolt holes line up! New bolts will be required one inch and three-quarter inch in length. Remove any water that remains in the driver's side bolt hole and fit the three-quarter bolt with copper slip on the threads. The thermostat switch comes from a



**New Herald 1200 or Spit 1/2 Thermostat next to Fiesta Item**

Cavalier and operates the fan at 95 deg - 105 deg C, but there are plenty of others which operate at lower temperatures. But here the project came to a halt; with the switch in place on top of the housing, it was was found that the bonnet would not close - even bending the spade terminals at 90 deg. I have seen in the switch catalogue different types with the wires already built-in so this should reduce the height. Hopefully, I will have the answer next month.



**Fiesta Housing Bolted down to Triumph Water Pump Housing**

TRIUMPH Spitfire I-III-III-Register





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# Alternator Conversion

By Bill Davies

The featured car this month is a Royal Blue Saloon belonging to Stephen Coates of Suffolk.

TRIUMPH Herald  
948 & 1200 Register

Stephen tells me that YPJ 932 H has covered only 32,000 miles from new and still carries it's original paintwork. This is a 1969 car and has the later



YPJ 932 H

wide spaced windscreen wipers, a fact which I have noted against the car's entry in the IVR project.

## Alternator DIY Conversion

The dynamo fitted to most

Heralds is perfectly adequate for cars seeing only summer use. For those of us who use theirs all year round, the charging system can end up under great strain during the average British winter. My own 1200 Coupe was fitted with a voltmeter when I bought it, and sitting in traffic with lights, wipers and screen demister operating it got quite alarming

already in stock from other Triumphs I had dismantled they would not cause me any problems.

## Safety First

Before doing any of this work be sure to disconnect the earth terminal of the battery. You will ultimately need to remove the battery for decent access to the regulator terminals, so it is just as well to do this now. If your Herald began life with a positive earth electrical system, it will need to be converted to negative earth for the alternator installation to work properly. As long as your vehicle has not been fitted with any electrical extras, you will simply need to rotate the battery through 180° and reverse the connections.

## Hardware

The ubiquitous Lucas alternator was fitted to many products of the British motor industry from the late 1960s, including Minis, Allegros, Marinas and, of course, the Triumph Dolomites and late mark Spitfires. The main difference that we are concerned with is the handing

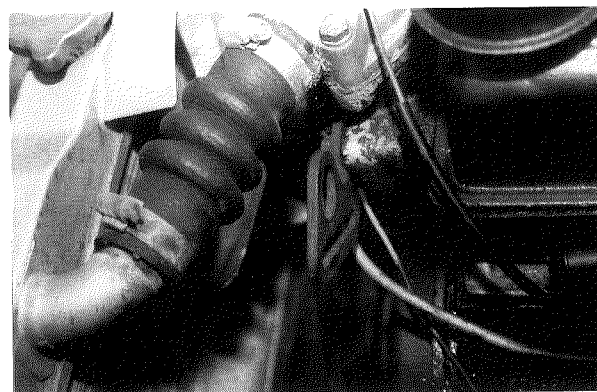
of the alternator - we want one that is mounted on the left hand side of the engine, so make sure your donor uses this configuration. There



All the bits you need for an alternator conversion - don't forget the long bolt!

were earlier Lucas alternators which used a separate regulator unit, but for simplicity we really don't want to use one of these. The ideal donor is a member of the Triumph family, as this will yield the correct brackets and spacer needed for mounting on the Herald engine.

Remove the dynamo and all of it's associated brackets. If you are unable to locate the correct brackets you will need to improvise using



## Note the kinked Bracket to align Pulleys

the dynamo mountings, together with washers to space the alternator correctly. This is a matter of trial and error, but be sure to get the front pulley of the alternator in line with the pulleys on both crankshaft and water pump -you can see that the front mounting is kinked for this

purpose. Any misalignment here can severely limit the life of your fanbelt. With the correct brackets you will be able to use the original fanbelt, though improvised brackets may make a longer or shorter fanbelt necessary.

## Electrical

The dynamo has 2 electrical connections while the alternator has 3. Connect the thin Yellow/Green wire to the small terminal on the alternator - this is the charging indicator. The thicker Yellow wire is the charging cable which goes to either of the larger terminals, which are connected together inside the alternator. The third terminal does not need to be connected for our purposes.

The regulator box, which was an important part of the dynamo charging system is now redundant and can be removed from the left hand side of the bulkhead. Pull the spring clip upwards away from the cover to reveal the regulator mechanism and the 2 crosshead fixing screws. Undo the screws and remove the regulator unit after disconnecting all of its electrical connections.

a. The Black ground wire is no longer needed and should be wrapped with insulating tape or heat shrink tubing and tucked safely out of the way. b.. The Yellow/Green wire must be connected to the thin Yellow wire - this takes care of the charging indicator light. c.. The remaining Brown, Brown/Blue and Thick Yellow cables should be connected together. To connect these wires together I have dismantled an old regulator box and soldered together some of the internal connections. This gives a





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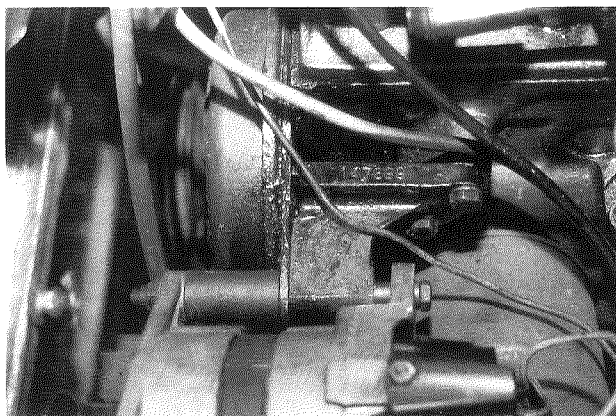
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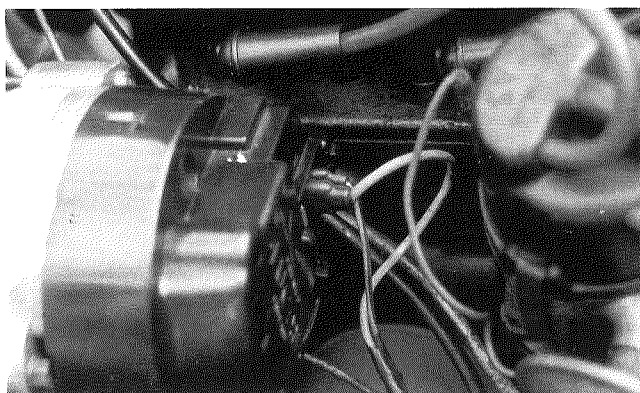


**This how the Mounting Bracket and Spacer are assembled**

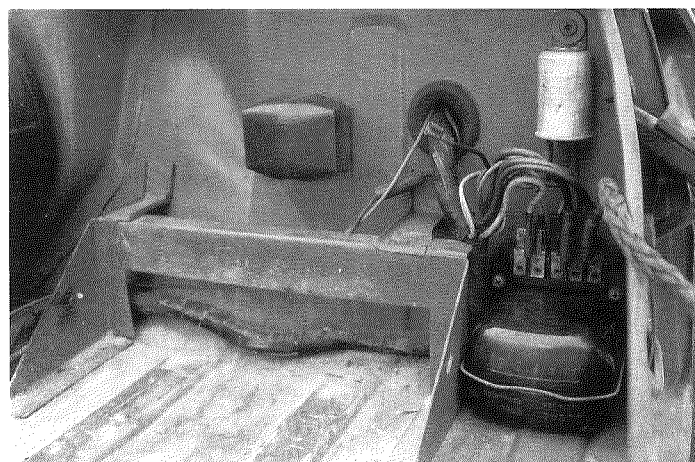
neat appearance, though a functional solution can be achieved by simply stripping back the wires and soldering together - be sure to insulate all the cables well.

## Fuses

Heralds destined for the home market were not normally fitted with a fusebox, though they were a requirement for the USA. I have never been happy with this lack of protection and felt that I would take the opportunity to fit the correct American spec unit. Early 1200s like mine already have a mounting hole for the fusebox blanked off by a rubber plug - this is immediately behind



**Alternator connection - the spare terminal is not used**



**Fusebox in place but not wired - the regulator box is a dummy**

the battery. I used the correct Lucas 4FJ 2-fuse unit, this being easily available as it is common to several Triumphs and other popular classics.

At the time of writing I have not wired the fusebox, mainly due to a lack of appropriate spade connectors to make up some short cable lengths. Wiring is simply a matter of taking each of the 2 brown live feeds to a separate fuse while connecting the other side of each fuse to the battery/alternator feed terminal.

This will give you a fuse to the ignition circuit and another to the lighting circuit.

## Correction and Apology

I have recently featured several pictures of Finnish Heralds. These were given to me by Mike Carter of the Worcester Area. Being a modest type, Mike was rather dismayed that I had given him all of the credit for the photos and information, as it seems Bob Randall (also of the Worcester Area) shares much of the credit for the information provided. Thanks are due to both Mike and Bob - I will be featuring more of these photos in future articles.



**Hi! and a very warm  
(and hopefully dry)  
"Happy New Year"  
to one and all !!**



# Back to...

**By Mac Reynolds**

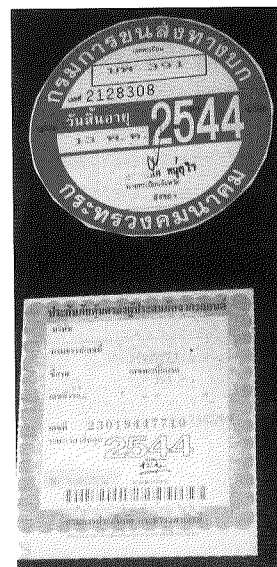
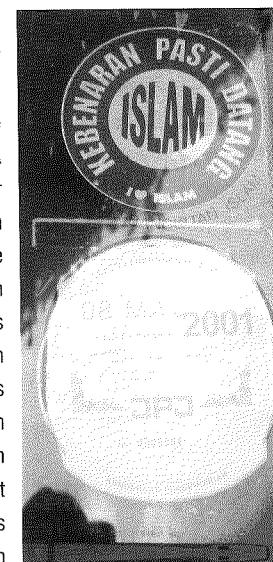
their tax disc's !! ... they now celebrate the year 2544, that's 543 years (not to forget the 7 hours ) ahead ! fascinating ... you will see by the second photograph that over the border back in Malaysia we still share the same year and that their month of March is named after my good self ! rather good that ... So coming back to the Future ... Our first featured Vitesse this month is CLT 33H , the following infor-

mation and photo

**G**osh how we need it , never have I known it rain so much for so long ... so without further ado ... let's turn our thoughts to sunnier climes, let me take you back (on our travels) to Thailand ... or should I say forward ? as they base their calendar on the birth of Buddha (not as we on the birth of Jesus) they are indeed light years ahead of us ... even if it is only with

were passed on by our very own archivist and IVR sec Dick (of Plumridge fame )... this Vitesse is a recent "New" discovery for the register !.. CLT has an excellent history, complete with original invoice from Acton town garage, it has been owned by Colin Finn since March 2000, she is an all original Valencia /tan overdrive saloon ( a sun roof has been added at some stage ) ... there was a small note in the margin

of Dick's letter saying "just don't mention the wheels"... now does that mean that I should or shouldn't ? ... errrr ... not to keen myself ... but apart from her missing Rostyles she looks superb ! (and nothing could be easier to replace) CLT 33H was registered on the 18/2/70 ... obviously a close relative to CLT 8H a Vitesse that was mentioned in dispatches back in the May 1992 register ... a white convertible with a black interior, she has been on the register from the early days ... who was registered on the 13/2/70 ... (maybe from the same dealer?) ... see how this type of information held on the register is all so important and interesting, to be able to cross reference and fill in gaps ... to piece together the huge jigsaw of information ... every IVR ... YOU ... complete helps us all immensely ...



**TRIUMPH Vitesse**  
Register



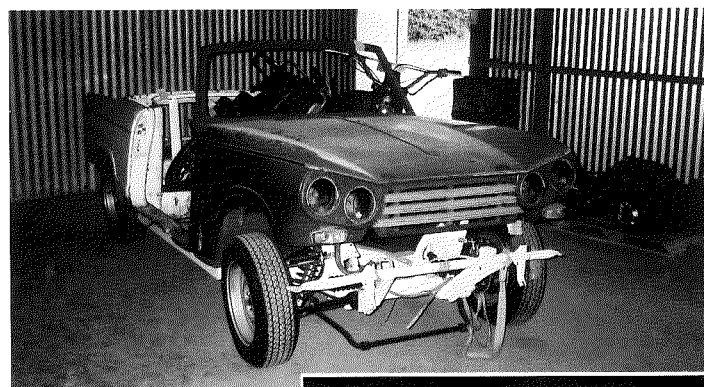
# ...the Future!



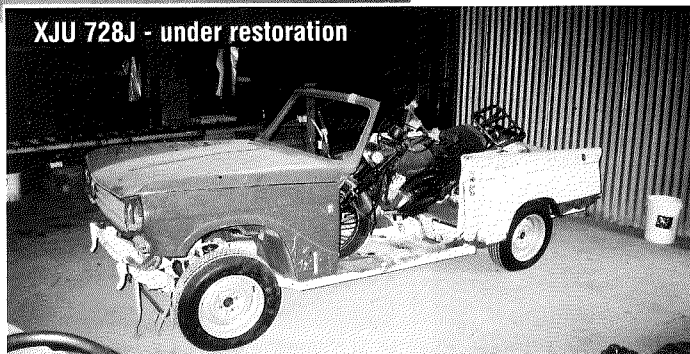
## Colin Finn's Vitesse

fill in an IVR and become part of the big picture ... **PLEASE** ... Actually that must be my first IVR reminder for months ...

Our next Vitesse is XJU 728J we had to travel somewhere around 12000 miles to be able to take these photos myself ... we were met by a fellow Triumph enthusiast, and driven miles



XJU 728J - under restoration



sorry Dick ... I've been slipping, falling behind in coming forward ... so "Don't delay ... fill out an IVR today!" ... it will only take 10 mins (or less) help to fill in a missing gap ... and make Myself, Dick and hundreds of other caring Vitesse owners very happy ... Many Thanks !

around a maze of country roads ... blindfolded and disorientated we arrived at this secret location somewhere in the southern hemisphere ... to meet our very own (but absent from our shores) Triumph guru John Kipping ... did he have the tables turned on him? and get sent "from" Coventry? ... Here is XJU's story in John's words ...

*I was in Cambridge on a post grad course one summer (1980) and saw this Vitesse MkII Convertible advertised. After some long negotiations and offering £200 for it, the seller would only take £190. So I drove it away and after the usual trouble of rotten rear outriggers and a siezed rear trunnion bolt which was drilled out on the car (and from then on I was not impressed with roto rear suspension). I got the car through an MOT somewhere to the east of Cambridge. A non MOT item I*

*had to sort was a very worn front prop UJ, I then found some clever person had fitted a 1600 gearbox with a small rear flange onto the big flange prop with banana shaped bolts as the PCD is different, one of the more unusual bodes. I also remember finding that 1.75 Stromberg diaphragms had been fitted to the carbs. It is amazing what was on the road in those days. 80000 miles and ten years meant various bits like the hood and carpets were at the end of their life and like a lot of people I bought the cheapest available and to some extent this had a big influence when I started doing spares (a totally different story) as I decided that price was of secondary importance after quality. The spares supplied were cheap and showed it and I certainly didn't want to supply things like that.*

*During my extensive travels in the following year I found an overdrive gearbox in a scrapyard near Norwich, a 3.27 diff from a bloke breaking a GT6 MKIII near Lancaster and I had a set of wheel bearings fitted at a garage on Teeside. The car must have been fairly reliable as I used it as daily transport for a couple of years until the rear bearings started making noises again. By this time I was into some parts and living in Coventry and I found a bloke who worked at Triumph to rebuild two rear suspension assemblies and with much cursing changed them both. Surely all my troubles were at an end. Far from it. I went on a trip to Scotland and with three of us in the car and somewhere around Balloch the rear spring broke. Fortunately,*

*only the second leaf and by shifting everything to the other side of the car it was fine except on very bumpy roads. I left it as driving the car solo was no problem, until I was down in Hertfordshire a few weeks later and the diff broke. Out came all the rear suspension again and diff and spring replaced. After this the car must have been fairly reliable as I remember a trip to Inverness via the Isle of Sky, where with the hood down a biscuit wrapper rustled from out of the back seat and proceeded to impale itself under the windscreen wiper of a following car. We had to stop and let him pass before we collapsed with laughing.*

*A trip to Berlin was marred by exceptionally abnoxious French Customs (all part of Gallic charm) and a puncture on a German Autobahn - one of the few times I had all the equipment to change a spare wheel with me. On another occasion returning from France in a LHD Spitfire 1500 I hit a large rock on the M25 at one in the morning. I had a jack and a brace and a spare wheel but no means of operating the jack. Well, the dipstick never fitted terribly well after that, for some reason they are not designed with strength in mind.*

*Another story that springs to mind is the day the servo locked the brakes solid; the car wouldn't budge an inch. I was only about three miles from home but facing a long walk as I had no tools with me. By one of those strokes of good fortune a bloke drove past who I had recently met very briefly; in his van were enough tools to rebuild a Sherman Tank. We let the pressure out of the lines and I drove home on the handbrake. A few years later by one of those quirks of fortune the same bloke came to work for me, Mick Papworth, who still builds the best Triumph gearboxes in the world.*

*The only other dramatic moment I can remember is the left hand front vertical link breaking, as I was going home one evening. I was only a mile from home so I walked back, grabbed a spare link and some tools, went back and changed it by the roadside. I was very annoyed but looking back it could have been very much worse. All in all the ten years the car was on the road was a steep learning curve one of the main ones being that I vowed that the car would not have rotoflex on it when rebuilt.*

*The car must have been taken apart around 1990 and up until I came to NZ a year ago, it had got as far as a rebuilt rolling chassis with a swing spring. This chassis came from a shipment of old nuts from New Zealand so it is back home again. The original chassis was reconditioned and sold to a gentleman in Hertfordshire.*

*The car itself was originally registered to Dick Protheroe in Northamptonshire and its first real owner was the Right Honourable R T Paget QC - Labour MP for Northamptonshire (majority 1,241 at the 1973 election) born 1908. I have never checked on any of this history, only going by the previous owners that Swansea used to provide FOC*

*As I write this in Spring 2000 (in the Southern Hemisphere) I have just arranged to buy the remains of two Heralds which are sitting in a local*



scrapyard, the local Triumph guru (an old customer of mine) pronounced the rear bodyshell as horrible and demanded something better to work with. By English standards it is not that bad, but the climate here is wonderful for cars (no salt) and restoration of a car here involves doing some pinholes in the bottom of a door and repainting it. Strangely enough a car that has only been used on the road in the UK for a year and then exported here falls apart about 15 years later - I wonder if the salt can ever be removed successfully.

There you have it, with any luck the car could be on the road by the time this is published. However, it will probably follow other restorations and be delayed somewhat. Why does the last half day's work always take two weeks? The chassis number is HC57225CV, registered 1971 but built in 1970 (no steering column lock) number translated onto new style registration document as HC5722SCV, white with black trim as it will stay. Another life is looming for XJU 728J, all I have to do is think of a suitable personalised plate maximum six letters/numbers for £150.

### John Kipping

Excellent story John ... please do send on some photographs of XJU when completed so we can all see her in her southern hemisphere splendour !.. Sue and I would like to say a mega thanks to John and Fiona for their superb warm, hospitality and the absolutely wonderful "mid winter" Christmas lunch ... (26th June) roast lamb with all the trimmings ... including sprouts (yummy)...with a few warming glasses of port to follow ... (and



**John, Mac, Sue and Fiona - at home in New Zealand**

during)... Marvelous !.....Thanks ! we loved New Zealand ... "We'll be back" ! I have to thank everyone for continuing to send me emails ... and apologise profusely for the delay (at times) in replying ... it's not that I don't care or maybe as it used to be due to work overload ...but it's simply that I don't have a pc terminal thingy at home as yet ...I have to rely on bothering friends or travel 15 miles to our local library (which only has one terminal !!) so I am rather restricted ... soon to be sorted ... hopefully by the time you read this maybe !

A plea from me for information again ... you may remember some months ago I asked if anyone knew the whereabouts of TSSC members Brian and Sally Millington ... could I jog your memory again ... it's not for any sinister reason ... I/we would just love to catch up with them again ... and also Sue's father has their Cortina estate ... stored on his estate ... do they still want it ? ... last heard of in the Kidderminster or Gloucester areas ... let me know ... ask them to email me ... thanks ..

I've been waiting for the truncheon information to appear on my screen from Lewis (Barton of Bath fame) who is Marks neighbour and has first hand knowledge of truncheon problems ... but the screen is blank ... no news is good news? ... an update /report next month maybe Lewis ?...

Finally I'll leave you with this interesting thought/observation ... sometime

during the latter days of the Herald 13/60 production ... it's metal 3 slatted radiator grill turned into a plastic affair (any dates on that Derek)... now why didn't the MKII Vitesse follow suit ? (one for Dick there) ... can anyone shed any light on that ?.. was it to do with the stocks held ? some cost related thing ? or was it just the fact that a plastic grill would not have

met the standards of the Vitesse ! (only joking)... let me have your thoughts ... and I will leave you with this thought ... "You don't have to justify going, in order to leave " ! ... thanks ... take care ... cheers ... **Mac**

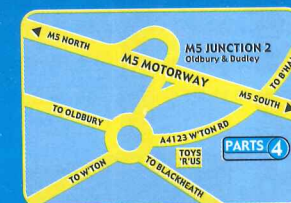
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# Feature Cars

By Derek Giles

With all the hype of the Y2K Bug and what might have happened last Jan 1st to some people, this is the **REAL MILLENNIUM.**

TRIUMPH Herald  
13/60 Register



**D**on't ask me how you work that out but I am sure those of you who are mathematically minded will know the reasoning behind this thought. All I know is that I am a year older and am still able to enjoy my 13/60 to the full, getting as much

fun as possible on today's congested roads. Easy for me to say, as I do not have to work for my living anymore - just one of the joys of early retirement obviously not available to everyone. What is he going on about? I can sense you thinking. It's my way, oddly enough, of getting you all to think more about the use you get from those wonderful TRIUMPHS we all own. They really can make you happy with your LOT in what seems a more and more restrictive world, so keep them running and use them as often as you can, they are better

therapy than many things in life.

I have, as usual, had quite a few photo's of Club cars with little or no info. on them, quite the norm as far the postbag goes. So once again here are some of the ones that caught my eye over the last couple of months:

**No 1: UFJ 246J** is a Saffron Yellow Convertible that belongs to **M A Rogers** of deepest Oxfordshire? (He has an OX post code, at least I think). One of the problems of no address on the IVR forms is the reason I cannot be more precise. The car



was first supplied by Motor Macs garage in Exeter to a Doctor in Somerset on the 21/3/71, although not with those Alleycat wheels I am sure. After going through some 8 owners it has ended up here this month for you all to see.

**No 2: NAP 950F** thinks it's a Vitesse but is the oldest soft top on the 13/60 Register. **Clive Ball** owns this car and as can be seen from the photo it comes with a full S/T emergency kit to cover most minor breakdowns that might have befallen the car in it's early life on our roads. As far as I can see it's all still original. Now there's a thought for the Club as an after market kit).

You will also notice the rather different interior (white/red piping) and the car sports a white hood as well, it really must stand out wherever it is seen.

**No 3/4** two photo's of **KMU 657K** with some 10 years apart (before/after), **Rolan Logue** now owns this car. The colour is a 2-pack Nissan Blue which as with most of the other things done to the car was completed by the previous





owner (Mark Hughes) from whom Rolan purchased it in April 96/. Modifications done to KMU are as follows: Twin Sus, S/S (Vit) exhaust, roll over Bar, re-trim in OEW including seats, swing spring (rear), adjustable shocks, ST3 head. Also the addition of 1500 Dizzy, oil cooler, electric fan, bootrack, period wheels and finally Vit 1600 gearbox Internals which Rolan says are fine once the car is moving, (from which, I guess



means the ratios are a bit high). The car covers about 4000 miles per year (pleasure/work) and is enjoyed as much as possible. This is another car that sports a white hood which I bet is a devil to keep clean?

Hopefully, next month I will complete my round-up of earliest/latest cars on the Register for reg letters K, L, and M. Albeit out of date due to the trickle of IVRs that come my way. That's a **BIG HINT FOR YOU** to send them in. I need as many of them as possible in order to keep our cars list up to date.

I am grateful to Rosemary Jones of Ross-on-Wye for a letter that pointed out an anomaly in the Register; a few years ago there was a scheme run by Phil Wilson on a slightly different format that a lot of you participated in, which as far as I can tell was not easy to collate and was therefore changed into what I have today. In the old format there were some 800 cars as opposed to the 300 or so now, a lot of difference and far short of the ideal.

#### FOOD FOR THOUGHT

I am not really a political person, as far as I'm concerned they are all the same, only in it for what **THEY** can get out of it. So I suppose the **TINY** concession to the motorist, that has been promised from April this year is better than any of us could have expected. It will please those of you whose cars were not deemed to be Historic Vehicles, that now will get a

£55 reduction in Excise Duty (car tax) because they are **UNDER** the MAGIC 1500cc, a lot of Spitfires I guess. **HERE'S RUB:** did you notice in the small talk the intention that **ALL** cars are expected to be running on the **ULTRA LOW SULPHUR** fuel not long after it becomes available. Can you see the implication of this; It starts to confirm some information that has come my way in the last few weeks. A rumour at the moment, but I will not be surprised to hear the EU will announce the withdrawal of 'LRP' by the year 2002. Why do you think there was a back down on real 4-star? It is obviously an easy way to get rid of all those cars still using as they create **MORE** pollution without cats fitted. I don't think is is aimed at the owners as there are only a few of us (at most half a million) in GB, hence real 4-Star. It's the 8 million others that can't/don't use unleaded, what a way to clear them off the roads without any form of compensation paid out by the Government.

As with any rumour it's up to the individual to decide what they believe and where it could lead. After all until November 00, I had never heard of **ULS** and I bet most of you hadn't either, but as it will be cheaper, I bet we who can use it, will do as soon as possible: After all we all want to save cash if we can. Other than that we shall have to hope the old age pension is going to keep up with expectations ... **IF WE LIVE** that long.

Bye for now

Derek

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# Spot the Difference

By Dick Plumridge

Here's one to mull-over with the cold turkey.

The Publicity Department at Triumph were quite happy to re-use a shot if it was a good one. It's quite well-known too, that sometimes to avoid that "sell-by-dated" look, that a car prominent in a shot might have its year-letter changed. In fact various Registration swaps were done. So I wasn't that surprised to see the familiar "2-Seater-Beater Ad" being re-used in a 1970 Triumph Calendar, and with the car's suffix letter now changed from G to H.

But then as I gazed (transfixed as usual - well, a Mk2 Vitesse, innit), I saw this was a different shot; all the poses are similar-but-different. As for the Vitesse itself, well that's where it got really puzzling. Now, this may or may not be visible in our magazine reproduction, but as well as the touched-in Registration, look closely at the H-car's bonnet. Rather roughly brushed-out across its front



edge are Mk1-style T-R-I-U-M-P-H letters. There's no sign of this on the G-car. And only the G-car has a tax-disc.

**So it's not only two different shots but two different cars!?**

I suppose that's not so daft. A shoot like this seems quite an involved set-up. Not just a "scenic" shot, but one specifically needing this entire group of rival cars and their cheesed-off Owners, plus booking the Track! With so much invested in the shot it would make sense to take a second Vitesse in case of a problem. So that might explain two cars. As for their differences ...

These photos would have had to be shot probably during Summer 1968, prior to October launch of the Mk2. So maybe at this early stage the revision to the bonnet was planned to be more like the 13/60, taking that beautiful 60s anodised grille but retaining the T-R-I-U-M-P-H letters. It's possible to make out on both cars that the



bonnet-side badge was "2-LITRE" rather than "MK-2", although elsewhere in the brochure we do see the MK-2 badge, as it appeared on production cars. In fact the carbs too, shown elsewhere, are not the 3224 CDS150 units that ended up on the Mk2. (The brochure by the way, you can see in the Archive Display Folders at HQ Library, if you're visiting.)

So is this a plausible explanation? Two cars, one with only part-revised badging. As to why they used the lesser shot, touched in, to produce the later Calendar - it beats me. What's your theory? Anyone out there from the old Publicity Department, or with ideas on these particular badging changes?

If some of this rings a bell, it may be you remember Colin Crabb's car, featured by Mac in Oct '94 (p. 38) and about which Colin wrote again in Oct '95 (p. 65). Colin suspected his (very early) Mk2 had had its "lettered" badging - on bonnet

and a great Membership. I'd like to pinch this small space here to say a big thank-you to you all for the interest and support you give to initiatives like the IVR Vehicle Register and the new Archive. It makes the work a pleasure.

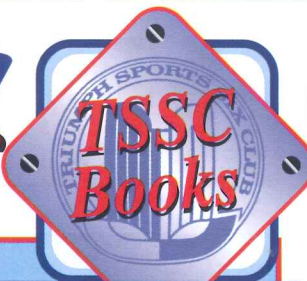
**Very best wishes for 2001. Dick.**



AND boot - from new! Anything new on that, Colin, since your IVR? It'd be the only example I've heard of, but maybe an early evolving car ended up with Colin in Scotland? Wherever you are for Christmas and New Year I hope it's a very happy one for you. My Review of the Year is easy: We've got a great Club, great Cars,



# Triumph BOOKS



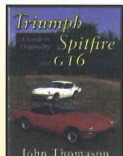
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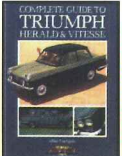
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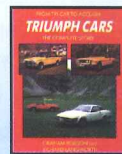
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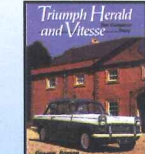
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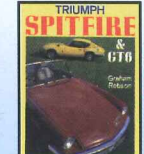
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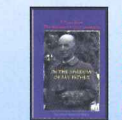
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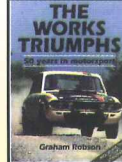
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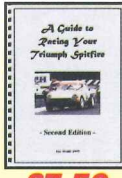
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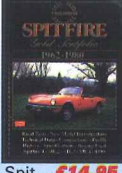


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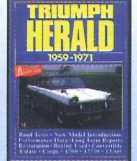
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Road Test Reports



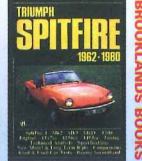
Herald .. **£9.95**

Road Test Reports



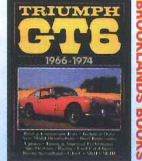
Vitesse .. **£9.95**

Road Test Reports



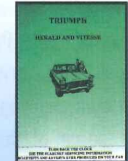
Spitfire .. **£9.95**

Road Test Reports



GT6 ..... **£9.95**

Rare Road Tests



Her/Vit .... **£9.95**

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- 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!

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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.

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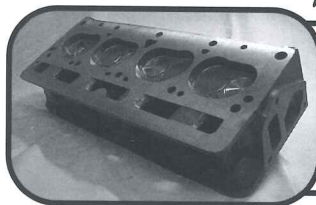
Classic Car Specialist

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# TSSC SPECIAL TUNING

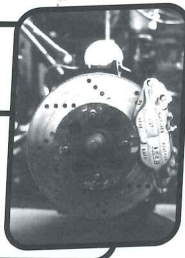
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PRICES QUOTED ARE FOR A SET OF 4 WHEELS (EXTRA WHEELS ALSO SUPPLIED - RING FOR PRICE).

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



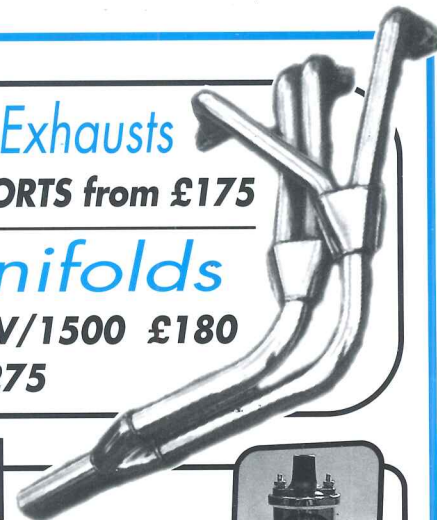
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**HIGH PERFORMANCE CHROME COIL £38.50**



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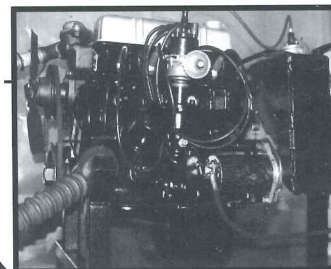


**Kit includes:- Pair Spax Dampers Pair High Quality Brackets**  
**Fitting Instructions CONVERSION KIT £150.00**



**SPAX Dampers**  
**FRONT (PAIR) £105.00**  
**Front Pair Adj S/Seat £140.00**  
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# A little Club History

By Guy Singleton

**Well, to continue where I left off last month - with altering the engine of my 2+2 to SAH tuning spec .**

**P**artial success in that it is now running, but I did this by putting the SU carbs back on.

Although it's running quite well, the cam is very peaky - will rev straight off the clock! Also sounds very throaty.

Hopefully, during the next couple of months I will get round to respraying the bonnet and trying the Webber carbs again - but first off is the MOT.

Photo this month is of Vic Metcalf and Dennis Holden's white 2-litre Convertible. They have just bought the car and would be interested in any history - if anyone

knows anything please let me know. The car looks good and I look forward to seeing it in the flesh next year.

**A little history now:** As some of you will know I have been a Club member since 1977 (and have always had one or more Equipes since then - sad isn't it!). I was clearing out an old desk and found the original Club Application Forms for 1977 - it makes interesting reading - the membership was a bit cheaper in those days!

## TRIUMPH SPORTS SIX CLUB

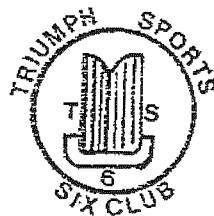
*Dear Prospective Member,*

*Thank you for showing interest in our Club by writing to us.*

*First of all we feel we should inform you that we are a newly formed Club but with specific aims in preserving our Classic cars. The cars in our Club fall into six categories, of which yours is one:*

1. Vitesse
2. Herald
3. Specials
4. Bond Equipe
5. Amphicar
6. Spitfires, GT6

*The common denominator to us all is the chassis and running gear, which was the essence of 1960s motoring, and it is this chassis that affords easy access to the engine*



Vic Metcalfe & Dennis Holden's 2 Litre Convertible

*and front suspension, providing a steering lock which is the envy of every other driver.*

*Since it is now six years since the last chassis left the production line it has become increasingly difficult to obtain spares, and this is the main aim of our Club, to maintain a stock of parts and to provide technical knowledge when required.*

*Also we hope to organise rallies, hill climbs and meetings with other Clubs, discuss their problems and of course to show off our pride and joy. We also intend to hold social functions that the rest of the family can enjoy, and provide a Newsletter.*

*The annual subscription to our Club is £5.00 per annum with an entrance fee of £2.00.*

## TRIUMPH SPORTS SIX CLUB

*Dear prospective Member,*

*Thank you for showing an interest in our newly formed Club. The idea for the Club was formed in the summer of 1977 by Mr Paul A Swanson, who, by advertisements, collected together a group of enthusiasts who owned vehicles with the Triumph Herald chassis. These ranged from Vitesse to Bond Equipes and by a fortunate mistake, Amphicars (which have a Herald engine). The enthusiasts wrote or 'phoned from all over the country, from Anglesey to Bath, from Southampton to Derbyshire and even Alaska and South Africa.*

*We met on Sunday 31st July, 1977 and formed a National Committee to launch the Club. We have a Chairman, General Secretary, National Events Secretary Membership Secretary, Treasurer (fortunately an accountant), Secretary and Magazine Publisher, so we are well equipped to deal with any problems that arise. Our aim is to preserve the Herald Chassis Vehicles and collect general information, spares, technical data, original road tests and the location of the remaining cars*

*which are now quite rare, such as the Amphicar.*

*We have located the firm which acquired all the spares, moulds etc., for the Bond Equipe which should be a great help to owners who are worried about 'writing off' their unique glass fibre panels.*

*We intend to hold National Rallies in conjunction with other 'allied' Clubs such as the TR Register and R A C events such as hillclimbs, autotests and motor rallies. We will be taking a 'Stand' next year at the Classic Car Show and hope to enter some of STIR vehicles in the 'Concours' competition.*

*We have an 'expert' on tap for the Amphicars in the shape of Keith Gould of Oxford who has kindly agree to answer any technical questions on the Amphicar and help in the acquisition of spares. Keith has spent a great deal of time and money 'chasing' spares in Europe and we are now fortunate in having an engineer on the Committee who is in a position to produce obsolete parts and recondition worn items which should keep the Amphicar on the road (and in the water) indefinitely. This service will obviously be needed for the rest of "our" cars in the not too distant future, so we feel quite confident that we can keep these cars going for ever more.*

*We all greatly admire the Herald chassis which was the essence of the Sixties motoring. The fact that it employs a chassis makes it unique for any mass produced car made in the last twenty-five years. The turning circle causes embarrassment to London taxis and if a bit drops off, another section can be bolted in its place.*

*A Club is only as strong as its Members, so, if you want to see the Herald Marque preserved please come and join us and we can promise you more than your money's worth, even if you only read the Newsletter every month and attend one national event. We are all proud of our cars even though some are rather battered and need restoration - so, don't worry if yours is not immaculate the fact that you own one and want to keep it is more than enough qualification.*

**Paul A Swanson**  
General Secretary

With best wishes for a prosperous and successful New Year  
Finally, I attach production minutes for January 1967.



# BOND EQUIPE DEVELOPMENT COMMITTEE 1967

## MARK III EQUIPE AMENDMENTS TO MARK II EQUIPE SPECIFICATION

STANDARD - TRIUMPH		BOND	
Additions	Deletions	Additions	Deletions
1300 Rear Bumper		Front Bumper	Front Bumper
		Vauxhall Rear Lamp Cluster	Rear Bumper & Bolts
2000 Number Plate Light			2 Rev. Lamps
2000 Petrol Tank			2 Tail Lamps
Vitesse Dash & Wiring Loom	EQUIPE Dash & Wiring Loom		2 Reflectors
1300 Boot Hinges			2 Winker Lamps
1300 Boot Lock			Number Plate Light
			Petrol Tank
			Boot Hinges
Door without Outer Panel	Herald Boot Lock	Windscreen & Rubber Quarter Lights	
	Windscreen & Rubber Quarter Lights		
	Complete Door		
		Fuel Gauge	Fuel Gauge
2000 Fuel Tank Unit			Fuel Tank Unit
1300 Bonnet Grille			Bonnet Grille
		Rear Side Windows	Rear Side Windows
		Rear Window & Rubber Surround	Rear Window & Rubber Surround
		Roof Linings	Roof Linings
		Door Winding	Door Winding
		Window	Window
		Rear Shelf	Rear Shelf
		Boot Floor	Boot Floor
2000 Petrol Filler Cap	Spitfire Petrol Filler Cap	Badges	Badges
	Outside Door Handles	Outside Door Handles	

## (BOND) MARK III EQUIPE PARTS PROGRESS SCHEDULE

PART NO	QTY.	DESCRIPTION	STOCK	ORDERED	PASSED TO PRODUCTION	IN ABEYANCE	
						PROD'N	BOUGHT OUT
TA. 501	1	Rear Window Sealing Rubber		✓			✓
TA. 502	1	Rear Window					✓
TA. 503	1	Front Bumper					✓
TA. 504	1	Windscreen Rubber		✓			
	1	Finisher		✓			
TA. 505	1	Quarter Light O/S		✓			
TA. 506	1	Quarter Light N/S		✓			
TA. 507	2	Rear Side Windows					✓
TA. 508	1	Roof Linings and Lining Rods					✓
TA. 509	2	Door Windows					✓
TA. 510	1	Rear Shelf				✓	
TA. 511	1	Boot Floor				✓	
TA. 512	1	Badges 6					✓
TA. 513		Windscreen					
TA. 514	1	Outside Door Handle N/S		✓			
TA. 515	1	Outside Door Handle O/S					
TD. 500		Vauxhall Rear Lamp Cluster		✓			
TD. 50	1	Fuel Gauge					✓

## (STANDARD-TRIUMPH) MARK III EQUIPE PARTS PARTS PROGRESS SCHEDULE

PART NO	QTY.	DESCRIPTION	STOCK	ORDERED	PASSED TO PRODUCTION	IN ABEYANCE	
						PROD'N	BOUGHT OUT
		1300 Rear Bumper					
		2000 Number Plate Light					
		2000 Petrol Tank					
		<del>Vitesse Dash &amp; Wiring Loom</del>					
		1300 Boot Hinges ?					
		1300 Boot Lock ?					
		<del>Door without Outer Panel</del>					
		2000 Fuel Tank Unit					
		1300 Bonnet Grille					
		2000 Petrol Filler Cap					

# BOND EQUIPE DEVELOPMENT COMMITTEE 1967





# Quiz 2001

By John Thomason

Win This Prize!!!



Triumph Spitfire  
IV/1500 Register

In this festive season it didn't seem appropriate to write about, suspensions, welding sills, gearboxes etc, etc, etc and so I thought a quiz more appropriate.

Below are 50 questions of varying difficulty, all related to the Spitfire. **How many can you get?**

Answers to the **TSSC** by 14th January. The one with the most correct answers receives a scale model of the Spitfire courtesy of **TSSC SPECIAL OFFERS**. **Best of luck and Happy New year!**

1. What was the car number of the Macau Spitfire when it raced at Macau?
2. What was the colour of the last Spitfire produced?
3. What is the engine prefix of a Spitfire Mk2?
4. How many cylinder head nuts are there on the Spitfire Mk2?
5. What was the name of the first Spitfire Register secretary in the TSSC?

6. How many TSSC Spitfire Register secretaries (all MKs) have there been?

7. What was the prototype name for the Spitfire?

8. Which marque Spitfire sold the greatest number?

9. What was the power output of the 1964 Les Mans Spitfires?

10. What is the name of the pattern on the seat material of the later Spitfire 1500s?

11. What is the curb weight of a late Spitfire Mk 4?

12. What does the boot badge of a Spitfire Mk1 say?

13. What colour were works Spitfire Rally cars painted?

14. What does the SCCA stand for found on the plaque fitted to the dash of some Spitfires?

15. What size engine did the Spitfire GT have?

16. What was the name of Standard Triumphs chief test driver in 1964?

17. In which factory was the last Spitfire produced?

18. Which other car (other than the GT6) uses the Spitfire Mk1-3 windscreen surround?

19. What was the colour of the first Spitfire ever produced?

20. How many MKs of Spitfire had a black dashboard?

21. What does the symbol on the bonnet catch stand for?

22. When did the trim on top of the rear wings become black?

23. What does SAH stand for?

24. What was the quoted power output of the 1965 Spitfire Le Mans engines?

25. When were the individual TRIUMPH letters removed from the Spitfire boot lid?

26. Which company supplied the seats for the Spitfire?

27. Which company supplied the front suspension assemblies for the Spitfire?

28. Who brews Spitfire beer?

29. How many differences are there between a 1970 Spitfire IV chassis and a 1970 GT6 one?

30. What is the most common cause of the Spitfire gearbox jumping out of gear?

31. On which model was the J-type overdrive gearbox introduced?

32. How many different kinds of gearbox were fitted to the Spitfire?

33. Why were the Le Mans cars fitted with a small light on their doors?

34. What was Ziebart?

35. What colour was the original non O/D gear knob fitted to the Spitfire 1500?

36. What is the recommended dwell angle for the Spitfire 1500?

37. What is the function of the small black label fitted on the LHS of the front bulkhead of Spitfire IV/1500s?

38. What is the difference between the steering column light stalk of the Spitfire Mk3 and MkIV?

39. How many blades does the plastic engine fan of the MKIV have?

40. What colour has the code NAF?

41. Le Mans cars were fitted with a 70 X engine, what does the 70 stand for?

42. In what position did the Spitfire finish in the 1964 Le Mans?

43. The 100,000th Spitfire built was which MK?

44. What was the claimed power output for the factory Stage II tuning kit?

45. What colour replaced Signal Red?

46. What are the wheels fitted to the Spitfire IV/1500 known as?

47. What was a continental touring kit?

48. What are Waxstat carburettor jets supposed to do?

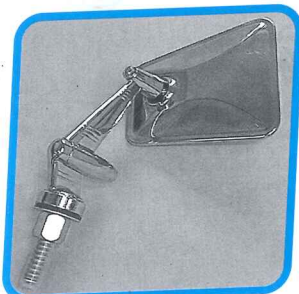
49. Why did the Spitfire MK3 have a higher bumper than the MK2?

50. What was the largest size of wheel fitted to the Spitfire?

A Photocopy entry is totally acceptable



# CLASSIC BRIGHTWORK



**NWM1** .....£43.95

Pair chrome mirrors suitable for wing mounting. Square lens with adjustable stem, Ideal for 13/60/Vitesse



**NWM2** .....£39.50

Pair chrome mirrors suitable for wing mounting. Round lens with fixed stem, Looks great on Herald 948/1200



**CRM1**.....£19.95 each

.....£37.95 pair  
Racing mirrors with fully adjustable head. Universal fixing, will suit all Club cars.



## Overtaking Mirror

**STAINLESS STEEL.** Ideal for Her/Vit/GT6 owners.  
Clip on high quality mirror (quarterlight fitting).

**SSM1**.....£17.95 each.....£34.95 pair

SMALL ORDER

P&P  
£3.95

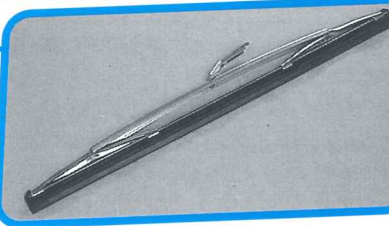
## Stainless Steel Wiper Arms & Blades

### WIPER ARMS

CODE	CAR	PRICE
WA7030	Spitfire to '71 GT6 MkI	£15.00 pair
WA7630	Spitfire '71 on & GT6 MkII / MkIII.	£15.00 pair
WA70342	Herald / Vitesse ALL	£15.00 pair

SMALL ORDER

P&P  
£2.95



### WIPER BLADES

CODE	CAR	PRICE
WB5110	Spitfire to '64	£11.00 pair
WB5111	Spitfire '65 to '70 and GT6 Mk I	
	Herald / Vitesse ALL	£11.00 pair
WB12312	Spitfire '71 on	£11.00 pair

## Alloy Rocker Cover

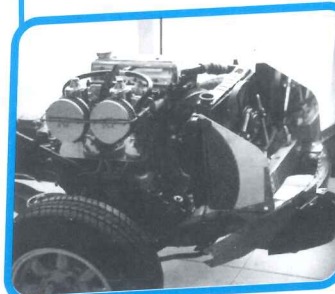


A superbly finished rocker cover supplied as a direct replacement for your rusty/dented original. Comes complete with highly polished spring-loaded cap, nuts and gasket. As well as immediately improving the looks of your engine bay, can also significantly reduce tappet noise.

**RC100** 4 -CYLINDER COVER Spitfire/Herald/Bonds ..... £48.00

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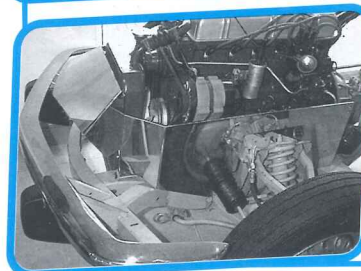
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- ◆ VASTLY IMPROVE THE APPEARANCE OF THE ENGINE BAY
- ◆ INCLUDES FITTING KIT

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**EV100** ..ENGINE BAY PAIR SPITFIRE MkIV/1500 ....£49.95

**RV100** ..RADIATOR PAIR SPITFIRE MkIV/1500 .....£37.95



**A Brand New Exclusive addition to the Range this year is the inclusion of Valences and Radiator Cowl for the GT6**

**EV200** ENGINE BAY VALENCES  
GT6 ..... £79.95

**RV200** RADIATOR COWL  
GT6.....£35.00

## Battery Mat

**BM100** ALL CLUB CARS £4.50

Leaking batteries have ruined many a classic car through the acid eating away the metal. TSSC Offers have come up with the answer - the Battery Mat, an absorbent poly propylene felt treated with an acid neutralising formula and coated in latex.



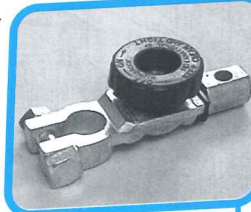
SMALL ORDER

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## Battery Isolator

**DC001** DIS-CAR-NECT £9.95

This revolutionary new switch is a small, well constructed switch which will, if turned disconnect all electrical circuits preventing the car being started. (Supplied with in-line fuse if required)



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# 'Our' Cars

By Angela McGowan

**"If the amount of entrants wasn't quite up to expectations, the quality of those cars in the concours competition was as good as ever"**

**S**aid Tony Beadle in his report on the 2000 TSSC International Weekend in the Oct / Nov edition of Triumph World.

I can't argue with his statement. The cars entered were good, but why, when the TSSC is the largest Triumph Club, are there not more entries in the TSSC concours?

The International Weekend provides the forum for a tremendous display of cars but there has

been a trend over the last five years or so in many car Clubs of diminishing concours entries.

Why is this? I can remember in the early '90s the hall at Stafford being literally stuffed full of motors with enthusiasts only too willing to talk about their

pride and joy to fellow members and enter into the spirit of a competition. Yeah, I know there are those who think that concours competitions are just too boring. Let's face it, who wants to spend hours and hours cleaning a car just to be labelled a member of the crazy polishing brigade? Maybe you're a racing fan? So what do you do? You spend your weekends going round and round in circles in a car which you probably can't legally take out on the road and drive to the pub in. How boring! Well, perhaps not. I wasn't born with the natural driving skills needed to join the racing clan but presenting a car that can be a successful in concours is something that can be easily learned.

But is it the effort, whether just perceived or real that puts people off entering or something else?



It might be that the classic car scene as a whole is now changing and perhaps our Triumphs are becoming less popular. They were mass production cars just like today's but if you're one of the younger age group and looking for a good, reliable second hand car what do you choose? I started driving a GT6 MkIII when I was twenty-five (er, um, more years ago than I care to remember) but if I was twenty-five today, perhaps I'd have a stronger leaning towards a 'hot hatch' like the Golf

GTI. Although I hate to admit it, I personally don't think that 'our' cars provide the all important street cred for today's market. It seems that generally, classic car club membership is tending towards the older age groups with the younger element becoming the minority.

Car values too have changed enormously. We have seen the value of our Triumphs increase over the years but whether this trend will continue forever is debatable. It's worth noting that one of the most sought after Jaguars, the E-Type V12 Roadster, can now be found for around £20,000. Yes, I know that's a lot of dosh but very different from the £60,000+ they were fetching not too long ago. We may think our Triumphs are wonderful but not everyone holds them in such esteem. There's an incredible choice of used cars around now including many sports cars which simply didn't exist in the late 80s/early 90s. Why search the country for a non existent, immaculate, low mileage Spitfire when a Mazda MX5 is much more easily available alternative? Well, we will, because that's what we like and want but we all have to take some responsibility for keeping our cars on the road for the future and to encourage others to follow in our footsteps.

Some think that their cars are simply not good enough to enter the concours and the only possible way to win is to have

a fully restored car. This is not necessarily so, as for example, there were only two or three newly restored cars at Stafford this year which was a very small percentage of the overall entries. Although the cost of re-building a car is probably in relative terms no more than it was a few years ago, more often than not the value of the finished vehicle is much less than the money spent on it. For this reason, I believe it's doubtful that the number of such cars will ever substantially increase. So what do we have? Mostly, a large number of fine examples of 'our' cars which receive maintenance and general improvement on a regular basis parked outside of the concours hall.

I know that concours competitions are not everyone's cup of tea but if you're one whose thought about it but not got around to entering yet, why not give it a go this year. I would love to see the numbers of cars in the concours the same as in earlier days. Are the polishing brigade crazy or, simply, crazy about their cars? I prefer to think the latter. Happy New Year

Angie

## M. W. Restorations

### Technical Tip of the Month

#### Stuck With your Overiders?

If you've ever tried to remove the rear overiders on your Herald or Vitesse you probably found that you couldn't, well not without a struggle anyway! Almost always the top bolt comes out, but the bottom one won't, the captive nut in the overider always seems to break off, leaving the bolt to turn but not come out. I find the best way to remove it, if this happens, is to drill the head of the bolt off, starting with a small drill and working up, until you can pull the overider off.

All the best

Mike



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## 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.

Prices include VAT	H/Duty Vinyl	Superior Vinyl	Duck	Stayfast	Mohair
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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
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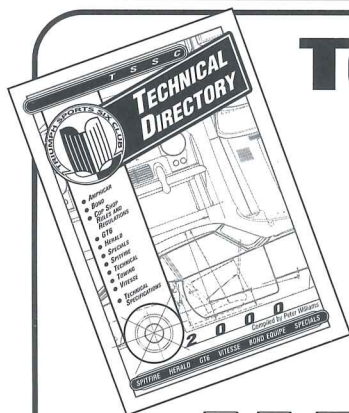


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# That Poor Little Car!

## Part 1 By Rob Newton-Allen

**Never was so much expected from so few (cc's) Trials and tribulations of 'Club Triumph's' Y2K Round Britain Run.**

**2000 miles non stop from London - John o Groats - Lands End - London  
In a 1959, 948cc Herald Coupe.**

### Intro. By Derek Giles

**A**t the age of 57 I can think of plenty of ways to spend 48 hours over an October weekend, and with hindsight **NONE** of them would involve a 2000 mile trip around Britain; ( still nothing ventured nothing gained as they say). It all started for me with a 'phone call from Rob Newton-Allen back in the summer, asking if I would like to do the 'Run' in one of his 948

coupé's, which in warmer times seemed like a good idea and a nice way to while away a winter weekend. As I was to discover, nothing could have been further from the truth.

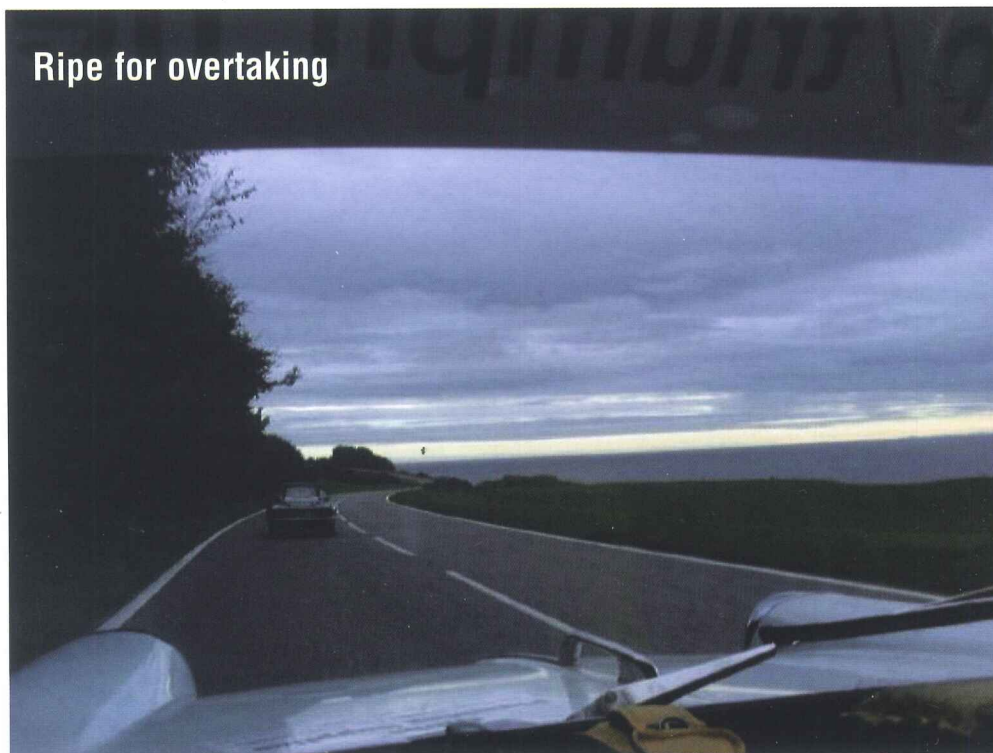
I am certain that Rob would agree that 40 years ago the Coupé was the bee's knee's as far as Triumph motoring was concerned, but as we are now lulled into a false sense of well being by modern cars, the trip was going to be a challenge. Especially as the only modification during all the preparation work was the fitting of a 4:11 diff to give the car some longer legs, but still keeping plenty of rev's to make things interesting. Something I was

going to learn to my cost at a later point in the middle of Dartmoor. With all the preparation work complete the 6th of October dawned and the time had come to put our theories to the test. We left Weston-super-Mare at 12.30 for the easy three hour journey to Enfield for the start. That was until we reached the M25 ... Yes, Friday afternoon and the M25 is not the best place to be. Six pm and we finally arrived at the start, only to greeted by Guy Singleton (Bond Secretary) and Andy Webb ( Oxford AO) whom Rob had phoned earlier to warn them of the M25 problems. They took the north Circular and were

### Ready for the Off!



### Ripe for overtaking



entered in the 'run' in one of Guy's 'plastic projectiles' Final checks on the car and we were ready for the off.

### DEREK

**O**K, so the start was delayed as the celebrity starter was late (probably cooking Garffies Tea!!!). We finally got waved away by Linda Robson from the pub in 5th place and promptly followed the first few cars under the M25 and onto

the A10, at this point we diverted away from the suggested route, took a left and headed towards the A1M. With the little car purring like a pussy-cat and the adrenaline pumping, Rob hustled the engine to its limits in order to keep up with the time schedule that had been set by the organisers. We both felt this was done with the larger engined cars in mind, but Hey! Lets give it a go ... Only 15 miles on

and Rob was pushing the car beyond its limits, who remembers the 'wall of death' at the local fun fare ? Well a grass verge came to our rescue! 2000 miles and we nearly didn't make the first 20!

A blast up the A1M and we reached Blyth Services in about 3 hours with only a few of the big guns getting there before us. We both felt sure at this point, that should anything give up on the car then it would have shown up by now. A very expensive cup of coffee (£1. 89 a cup!) later and we refuelled and put in a pint of oil.

With our road book signed we are off in search of Bishops Garage in Corbridge. With Derek driving a 948 for the first time in many years we



made good progress. Further refuelling, oil top up, bladder emptying and a quick try to send an e-mail to friends around the world, whom we promised to keep up a progress report, via a lap-top and mobile phone set-up. Write the e-mail, press the send button and the data suite for the mobile phone crashes & .\$.::cks.. bang goes that idea.

Change of drivers and the next is a long haul

On to Perth via the Forth Road Bridge, 80 p toll (that'd be £4.50 over the Severn) into the town following the Road Book (we thought). Round and Round and Round looking for the Perth Control Point. Time 6.35 am Sat.

Swap drivers, more oil and

water haven in the east of Scotland) some standing 400 ft above the water. We didn't bother to find out what was below the surface. Rob played the daredevil whilst crossing Bonnar Bridge, hanging out of the passenger window taking photo's of Dornach Firth. The



All alone at John O Groats for breakfast

up the A68 to Jedburgh. it was on this leg of the trip that we started being overtaken by all manner of Triumph's. The road was a bit like a roller coaster and we had become entrenched behind a Mk4 Spitfire doing his own thing, albeit at quite a sedate pace. Not easy to overtake in a 948. We finally passed it after some deft driving by ROB. It was now hard and fast for Edinburgh airport getting there at 4:20 am Sat morning. First obvious casualty was a TR7 V8 with a faulty fuel pump. Never saw him again from then on, so we think he pulled out.

Change of driver and more oil (we started to wonder if there was a 2 stroke under the bonnet), 1 it to each 25 it of fuel at the and it's

fuel and then it's the long slog up to John-o-Groats. The A9 up through the Cairngorms would have been a wonderful sight as the sun rose, had it not been for the rain, (the first real bad weather of the trip) and the endless amount of 40 tonne lorries.

Another driver change at Inverness, cross over Cromarty Firth and Dornach Firth. With to our right what looked like a graveyard for oil rigs (this area is the only deep

A9 from here, for those of you who have not travelled it, is very much like the Alpine passes, not dissimilar to those encountered on the Italian border. Hairpins 1:6 and 1:5 hills with sheer drops to the sea on your right. Our old mate the Mk4 Spit, who got in front of us as we took in the sights of Perth, came into view again on this leg and as he was struggling with the hills we passed him with ease. More fuel at Helmsdale after a tip-

off from Andy Webb via the mobile phone about the cost of petrol in Wick. Then a text message from Guy and Andy warning us of the bills to come, ha ha, not us.

We made the final mad rush for breakfast at J.O.G. arriving about an hour late at 10.35am during a howling gale. If you think we are mad doing this in a 948 Herald then spare a thought for the guy we passed near J.O.G. who was riding a **PENNY FARTHING!**

One hour re-charge of our batteries including a fried breakfast, pots of tea/coffee etc., before the 'downhill' run back to Conan Bridge near Dingwall to the next check point. We chose the less demanding route not only because we were an hour adrift of the planned timings but we knew of at least one Spitty

taking the same way to Conan Bridge and they were driving 1500cc's worth of car.

LPK was running well with just a hint of Exhaust Blow (the mild steel pipe to the rear S/S box showing its age). By the time we arrived at the control the noise had become a little worse but nothing to worry about. Our main concern was the **OIL** consumption. We felt sure that although the car had only covered some 14,000 miles from new it had probably **NEVER** gone over 25 mph in its weekly visit to the shops in Surrey. The longest trip it had done before Rob acquired it was from Surrey to Somerset, some 170mls. We had done that 5 times over since 7 pm on Friday.

Next stop Morrison's Garage near Stirling: Two routes were given for this stage and we

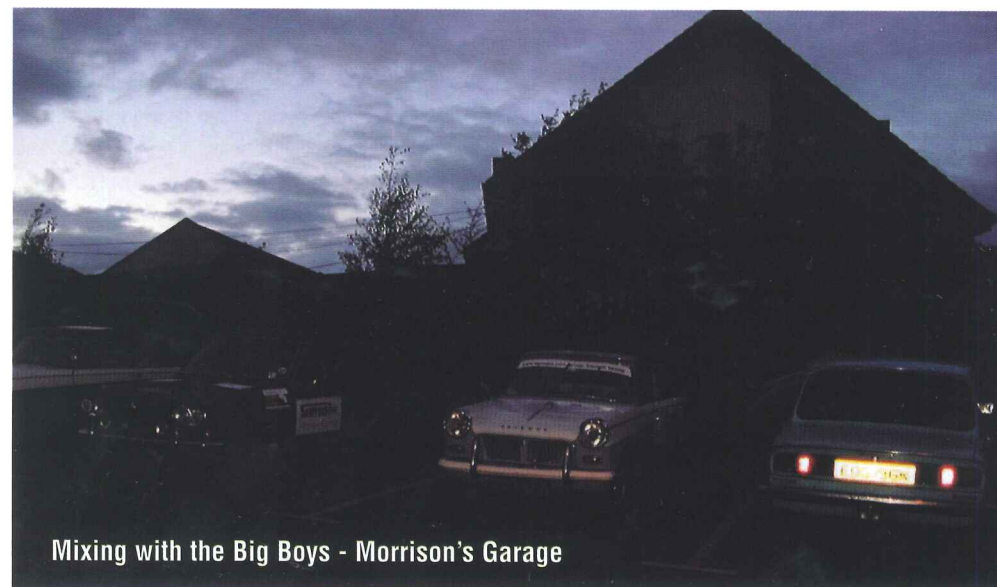
obviously chose the less arduous one for the sewing machine motor we had under the bonnet. Having taken the shorter route we arrived not long after the first cars who took the scenic way, (or so we thought) . Even the bigger cars taking the **SHORT** routes and we were keeping up with them!!

Coffee and sandwiches were scoffed down in the showrooms of this now Rover franchised garage which had been involved in the run for some 30yrs. The food and drinks were served up in their well equipped showroom, all very civilised although we don't think they managed to sell anyone a Rover or MG.

Fuel and oil topped up, drivers changed and it's off on the longest leg of the whole weekend - nearly 300 miles to Oswestry, Rob doing the first 100 and Derek the next and Rob the last.

Having been one of the first cars away from Morrison's we were one of the first to cross back into England. We were just about to text Andy and Guy to give them some stick about beating them back to 'Blighty' when Guy's Bond Estate went scorching past us and on down the M6. **Hey! Chaps wait for us ... !**

**MORE NEXT ISSUE**



Mixing with the Big Boys - Morrison's Garage





# TSSC Champion 2000

## Steve Crane

**Seeing as I very nearly sold my race car last year and went into retirement I have to say that the 2000 race season has been a very enjoyable one indeed.**

**H**aving won the TSSC Championship in 1998 and achieved what I had set out to do. I decided to race purely for fun during 1999 and towards the end of the year I had agreed to sell the car to ex-Spitfire racer Bob Moseley and if I had not raced at Donington Park in the last race of the season then the car would already be in his possession. However, seeing that

Donington Park is only up the road from where I live and is one of the best circuits in the country and it also had attracted the largest entry of our cars of the season for this race. I thought what the hell, let's do this final meeting before my pride and joy for the last four years and I part company. As it happened, I had a great race against my main rival for the past three seasons Jon Wolfe and I can clearly remember thinking during the race (which I won; incidentally) Bob, I am sorry but I just cannot bring myself to sell it just yet. I decided to give it one more season and try to regain the title back from 1999 Champion Jon Wolfe. My wife Jenny has supported me right from the start and she knows exactly how much it has cost us over the years and without her help and encouragement I would not have achieved this result this year. The same also goes to my friend and mechanic Andy Jowett of A.D.J. Racing for all the time and assistance he has put into preparing the car for this season. I thought that if this is to be my last season racing Spitfires then aim as high as possible and do as many races as I could. In fact I only missed two meetings all year, the first was at Snetterton in Norfolk. I deliberately did not enter this race as I believe that this circuit is too hard on our smaller engined cars with the rev counter going all the way round and

back to zero on the main Revitt straight. I have raced there four times and I have never seen the chequered flag due to engine blow-ups which are nearly always very expensive. Having said that all the other lads race there with no problems - perhaps it's just my jinx circuit. I also had to miss racing at Zandvort in Holland this year which is a shame because



Pic - Steve Jones

the TR Register with whom we race organise a fantastic weekend and with massive crowds and a lot of coverage you really do feel like a proper race driver. But I just could not afford to race there as well as entering all the remaining races. I will not cover the race reports as they have been or should have been covered in previous issues. However, I will give you my placing at each race.

**Race 1** Cadwell Park **2nd place** winner was Kevin Ginger.  
**Race 2** Snetterton Did not Enter.  
**Race 3** Mallory Park **1st Place.** T.I.M.E venue 15 TSSC entries.  
**Race 4** Pembrey **1st Place and fastest lap.**  
**Race 5** Brands Hatch **2nd Place** Winner Kevin Ginger.  
**Race 6** Cadwell Park **2nd Place** Winner Paul Lucas.  
**Race 7** Silverstone **4th Place** Best race I have ever had. Paul Lucas won easily but Kevin Ginger, Martyn Adams, Andy Vowell and Myself were virtually four abreast for the whole race great stuff.

**Race 11** Donington Park. Brand new engine just rebuilt in time and run in only a little. Going very well in the race but had a coming together with Andy Vowell which put me out of the race.

**Race 12** Croft **2nd Place again**  
 Winner again Colin Elstrop.  
 My main rivals this year were last years winner Jon Wolfe but he has had a really unlucky year with more DNFs



Pic - Steve Jones

**Race 8** Croft **2nd Place** Winner local track instructor Colin Elstrop.  
**Race 9** Oulton Park **Disaster** did not finish due to putting a con rod through the block and causing considerable damage to my engine.  
**Race 10** Zandvort Holland Did not Enter

(Did not finish) than we can remember. Andy Vowell who has been getting quicker and quicker at every meeting and





Pic - Steve Jones

I do forgive him even though we had at least two comings together at Silverstone and Donington. And of course, the one and only Paul Lucas who is so fast he is really in another class to the rest of us. If he had been going for the Championship he would have won it by miles but thankfully he only managed to do four meetings out of the twelve whereas I had to enter ten rounds to make sure of winning the title. My car has been absolutely fantastic and apart from the massive engine blow up at Oulton Park has been very reliable. The original engine was built by Andy of ADJ Racing and has lasted over three seasons on the same set of pistons. The newly rebuilt engine again is fitted with Mahle pistons, the ironic thing is that these pistons are manufactured in Germany for a classic British car and they have to be specially ordered but in our opinion they are the best. With regular attention and oil changes this engine should be just as reliable as the old one. This year has seen a host of new drivers out competing with the regulars which is very encouraging indeed these new recruits are Ralph Jane and congratulations must go to Ralph for not only did he win the Standard Class he also won the TR Register Newcomer award. Nigel Gibbons, Russell Munn Paul Ford, Chris Smith,

John Low, Ian Frost, Alan Petit, and John Thomason. Most noticeably John Thomason and his immaculate car Silver Bullet were on the pace very quickly and it will only be a short time before they win a race. I have thoroughly enjoyed my time racing the Spitfire but now I fancy having a go with the big boys and I am moving up to a TR7 V8 not as pretty as any of our cars I know in fact some may say ugly and I have to agree but they do have bags of power and that's what is required if you want to be at the sharp end. My car which I have loved and cherished is now in the very capable hands of Andy Winterton and I hope he has as much success with it as I have. The TR7 will not be ready to race for at least a year whilst Andy Jowett and I strip and rebuild it from scratch however I still want to attend as many of next years races as possible although I am not sure how I will feel seeing my old car out on the track in the hands of someone else.

**Steve Crane**  
**TSSC RACE CHAMPION 2000**

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# 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.freemove.co.uk](mailto:carl@heinlein.freemove.co.uk)

TSSC7 Technical Secretary

**W**elcome to another month's questions.....  
...but first a suggestion from Keith Gittus concerning Vibrations, as we discussed in the December Courier. Keith had a similar problem and found that the cause was incorrect assembly of the UJs. Somebody had used the grease-nipple type of UJ. These have a 'lump' in the centre for the grease channel in the yoke and, if fitted with the grease-nipple facing the flange rather than the shaft, this lump can foul on the centre of the flange. When the shaft is balanced in the straight position, the foul isn't noticed but when it is fitted (and running at a slight angle to each flange) the lump on the yoke can 'click' against its flange as it rotates.....causing clicking or vibration. One to watch for.

**Q.** "I and my local garage are baffled by a problem I have been experiencing with my Triumph Spitfire 1500 (with overdrive). When pulling away quickly in first gear the car revs but moves slowly. The speed picks up when I reduce the revs almost to idle and the car engages with a jump. It does not happen in any other gear, although changing to second does not alter the speed of the car and is worse when the engine is cold. I have had the clutch changed by a TSSC approved garage and it has made no difference.

*Is this the overdrive, or do I need to look again at the clutch? Perhaps we have missed something else completely. The car is X registered, has 46,000 original miles on the clock and is in otherwise good order. Thanks for your help."*

**Peter D. Willson**

**A.** You are right in thinking that the problem is the overdrive. This particular age of J-Type seems very prone to slipping in drive. The direct drive is taken partly by the inner conical clutch/friction face and partly by the uni-directional clutch within the annulus of the overdrive. The reason that the drive seems to re-engage with a jump is that the uni-directional clutch has locked on the second attempt at drive. The problem is always more noticeable in first gear due to the higher torque.

To fix the problem depends on your capabilities. First off, you could fit an exchange overdrive. If your car has been doing this for some time now, it is highly likely that the inner clutch facing is burnt and worn (due to the slipping) and an exchange unit may be your best option. When replacing the overdrive be sure to use new clean gear oil because it is possible that it was the brass from the synchro baulk rings in the gearbox that caused the uni-directional clutch to slip in the first place. The second option is to simply change the gearbox oil. Sometimes this can work because the uni-directional clutches can very often slip because of contaminants in the oil from the clutches in the overdrive, the baulk rings or additives like 'Molyslip' that should not be used in overdrives. Clean oil helps the uni-directional clutch to 'bite' again. Third option is to rebuild it yourself, paying particular attention to cleaning out the uni-directional clutch and the condition of the

clutch linings. I understand that there were some changes made to the uni-directional bearings around this time and it would be worth speaking to **OD Spares** on **01203 543686** about possible upgrades that you could do.

**Q.** "Your advice would be greatly appreciated. I have removed the outer sill, having first fitted a door gap adjuster. The lower seam of the sill had completely rotted away from the floor. Behind the outer sill in the bulkhead area approx. 4 inches below the bonnet catch, there is for want of a better description an inner plate, which has also rotted. Is it possible to purchase a new inner plate? Inside the footwell, behind the plate I referred to, the metal has 'also rotted and a patch has been fitted. I would like to replace this depending on availability and complexity (I have not attempted welding before but keen to start). What in your opinion is the best way to remove the inner sill particularly the ends?

*Just to make it ever more interesting, the door did not close between the A & B posts. The door was removed while the sill was being removed. Would I be right in thinking that once the inner sill is off this can be corrected by use of the gap adjuster and replacing the door. Finally, does the windscreen need to be supported when replacing the A post closing panel? I hope this all makes sense to you. Best regards "*

**Harry Abraham**

**Q.** "I presently own a 1969 MK3 Spitfire, which is in need of some restoration, my problem is finding the information I need for the bodywork, having done no work of this kind before I'm looking for something that starts very basically and shows a layout of how all the bodypanels go together, I have Haynes manuals and a workshop manual but these only show small sections. Also could you recommend any Triumph restoration specialists in the Manchester area. Thanks,"

**Martin Gouldbourn**

**A.** Keith and Martin, if you refer to the original parts book or, probably even better from a repair panel perspective, one of the excellent trader catalogues such as the Rimmers, Moss or Canley Classics, you can see all the panels that are available for your cars. Another good source is Triumph autojumbles.....very often you can find original panels for less than copy replacements.

They may have a slight dent or surface rust but this can always be remedied and originals are always much easier to fit than some of the copies.

**Keith**, you can buy a repair panel that replaces this vertical part of the inner sill, below the bonnet catch. Fitting the door gap adjusters is a good idea but don't forget that they only control the gap, not the angle of the front scuttle or the rear bodywork unless they are used in pairs. To remove the old metal I always use a combination of an air chisel (with a forked bit, works really well), an angle grinder (with a metal cutting disc initially and then with a grinding disc for cleaning up) and a hacksaw. Be sure to use good thick gloves because you'll be left with razor edges pointing at you from all angles. I only cut away what is corroded and then reduce the repair panel size to fit the hole rather than making the hole big enough to fit the new panel.

Weld the new inner panel only on its upper edges initially and repair the edge of the floor. (A tip here is that even if you're only repairing the edge 4" or so of the floor and around the back and front edges, it is often better to buy a floor panel and cut the necessary parts from that or just simply replace the whole floor) Before welding the bottom of the front scuttle to the floor and the door sills check the length of the door gap. As soon as you have made a couple of welds the length is set. When you're happy, make a couple of tack welds and re-check. If you have hard-top, this is best fitted because it holds and checks the angle of the front scuttle to the floor pan. If you haven't, just fit the doors and with the windows up, check the angle of the screen to the front edge of the door glass. If it is even and the hood/hardtop fit neatly, then you have the angle of the scuttle right. You can then make more welds to the floor pan



flange. With the scuttle in the right place, you can fit the inner sill, the sill stiffener and then the outer sill. The inner sill and the sill stiffener give all the strength to the rear body tub, so before welding these to the B-post, check the even door gap at the front-edge of the rear wing and that the hood/hard-top fit well. I've also noticed many Spits and GT6s where the bottom edge of the door at the B-post end seems to overhang the outer sill. Welding the inner sill and the stiffener set the angle of the sill at this point and it is possible to improve this situation (it doesn't seem to completely solve it) by jacking out the back of the sill prior to welding. Prior to fitting the outer sill you should partially fit the sill closing plate at the front of the sill. In production, this closing plate was fitted to the end of the outer sill prior to fitting to the rest of the shell. The other thing you'll need is just a little bit of luck.

**Q.** "I am currently restoring a 1967 GT6 from the ground up, a project that has been continuing since 1990! Having completed the body and rolling chassis I am now concerning myself with the engine and transmission.

My chief concern is with the origin of the units fitted, the engine is KC4273E and the chassis KC4408, both of which seem correct. However, the overdrive gearbox which came with the car has GR655927 (clumsily) stamped on the casing, I should have thought this should have been a KC prefix for my car? Am I right in thinking that GR is a Herald prefix (?) surely not with overdrive? Is it possible that this is an old reconditioners' number?

My second concern is the differential, this has FD4739 stamped on it. This would appear to be a Spitfire unit, if so what is the ratio? I would really appreciate it if you could help me work out what I have got here,"

**George Ralph**

**A.** As you say, your engine number sounds right to me as well. The 'GR' stamped on the gearbox is also nothing to worry about. 'GR'

was stamped on the factory replacement gearboxes.....what it stands for, I am not sure, but I always like to think of it as Genuine Replacement. The box would have originally been a 'KC' prefix. However, your differential is from a 2L Mk1 Vitesse and this has a 3.89:1 ratio and suits your car fine. The numbering seemed to get particularly confused and I can understand why you think it's a Spitfire differential. 'FD' represents a MkIII Spitfires engine and gearbox prefix, but the MkIII differential was 'FC'. Then, on the Vitesse differentials, a 1600 version was 'HB', the 2L Mk1 was 'FD' and then the MkII became 'HC'.....I am sure that someone thought it was logical!

**Q.** "I have recently bought a 1973 Triumph GT6 (Mk 111). Generally the car is in excellent condition, with the previous owner obviously having spent considerable time and money upgrading the car. However, I have found that when out for a run, in excess of 10 miles or so, there is a tremendous amount of heat comes into the car from the cowl above the rear of the engine/above the gearbox, immediately below the dashboard. It does not appear to be coming from the heater vents. Is this caused by a lack of cool air passing between the gearbox and the cowl, or is there a problem that I am not aware of? If cooling is the problem, is there anything I can do to reduce the heat transfer or is this normal? I do not remember this being a problem on a Spitfire I had many years ago. I would appreciate any help/advice you can give. Regards,"

**Brian Duncan**

**A.** This is pretty typical of GT6s. You are right in thinking that there is not much airflow around the gearbox and overdrive and this can cause problems for these units because they can overheat. I would remove the cover and repair any broken flanges or edges with fibreglass. The replacement covers that you can buy are generally a very poor fit (the white fibreglass versions) BUT I did see at Stafford this year some much better looking moulded black-plastic gearbox covers. Sadly, they only had Spitfire versions so far but as soon as there's a GT6 version available, I know I'll buy one.

I remove all the sound deadening just to get more airflow and better cooling but companies like Europa Spares and Holden Vintage Spares sell aluminised thermal -insulating sheet (to protect from exhaust heat) and I bet that a layer of this fixed inside the cover would work wonders keeping the inside of a GT6 cool, even in summer.

**Q.** "I'm just in the process of rebuilding my '72 GT6 Rotoflex



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rear suspension and I've just hit a slight problem with the fitment of the new rotoflex couplings to the outer drive-shaft. In the Triumph Workshop Manual it says you need a puller to remove the bearing dust guard on the end of the shaft to be able to fit the new couplings. The Haynes manual I have just says to refit the roto's with the band on - no mention of the dust cover at all. Since my new couplings will not fit over the guard in their compressed state, I just wanted to know if there is an 'easy' way to fit new couplings? Also are there any easy ways to set-up the bearing end float?

The Triumph manual is good, but it makes a lot of references to specialist Churchill tools, that I've been told are no longer obtainable. I would appreciate very much any input you can provide. Regards,"

**Joel Baker**

**A.** To fit the rotoflex couplings, you will need to remove the bearing dust guard and thicker seal ring behind it. Once you've removed the outer drive shaft from the hub and bearing assembly, simply knock the drive shaft through the ring and dustshield. No special puller is required and I use

the partly open jaws of the vice and tap the shaft through with a copper mallet. You should keep the metal bands on the couplings until they are securely bolted to both the outer and inner driveshafts. If you have cut them too early (or you decide you want to reuse an old coupling) you can compress the couplings with two large jubilee clips tightened around the coupling, compressing it down until the bolts go through. Wear goggles though!

The only special tool that was used for the rotoflex coupling was for setting the hub bearing end-float. I've only ever seen one of these and I find the setting method described in the Canley Classics catalogue works quite well.

**Q.** "1500 Spitfire - marked hesitation on acceleration. When I 'put my foot down' in any gear, power drops off immediately, followed by lurching and an inclination to backfire. If I allow the revs to build up slowly, using a light throttle, through the gears, I can, just about, achieve normal cruising 50 - 60 mph on the flat. I have progressively swapped the following parts, from my 'spares' trying to cure this fault: -

**Fuel pump; Distributor & leads; Carburettors, and have fitted new plugs and heatshield.**

**Compressions are even at ~140 lbs**

**Fuel - unleaded with Castrol additive**

**Timing checked with strobe**

**Carburettor pots oil ok.**

Can you help please? Thanks in anticipation

**Bill Kingston**

**A.** This sounds like a mixture problem to me. Does pulling out the choke slightly help the problem? I would recommend replacing the waxstat jets with solid versions. Waxstats are particularly troublesome and can over-weaken the mixture when hot.

If that has no success, check the ignition again. A richer mixture (when accelerating) needs a stronger spark to ignite it and a weak ignition system could cause the symptoms you describe. Recheck the timing, the coil, the condenser and the plug gaps.

**That's all for this month.**

Sorry it's a short one but a new baby in the house is taking up a lot of everyone's time!



# Area News

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**CONTENTS**

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

HERALD/VITESSE	
Front lower valance 1200 O.E.	£105.00
Front lower valance 1360 O.E.	£105.00
Front lower valance Vitesse O.E.	£105.00
Herald 1360 front panel 812140	£50.00
1200 front wings	£90.00
1360 front wings	£72.50 each
Vitesse front wings	£90.00 each
Front wing 'D' plate 703627/8	£8.00 each
Herald/Vitesse door skins 901338/9	£50.00 each
Complete door shell (902256/7)	£170.00
Sills 803070/803071	£16.50
Tread plate repair panel	£6.00 each
Stainless steel tread plate finishers triumph logo	£12.50 pair
Front Floor mounting bracket fr 607548	£4.50
Front Floor mounting bracket rear 607549/50	£4.50
Rear Floor mounting bracket 607655	£5.50
B post mounting bracket 703625	£13.00
Boot side panel 804611/2	£25.00
948 Herald/Vitesse rear centre valance	£45.00
1200/1360 rear centre valance	£45.00 each
Rear quarter valances	£20.00
Inner front wheel arch, left hand/right 903 075/6	£35.25 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	£14.50 each
Full white rubber bumper set	£90.00
Rear overriders (703708/9)	£32.00 each
Wheel arch to bulkhead seal 704033	£2.50
Bonnet catch (chrome) 607663	£1.00 each
Door hinges 607824	£14.00 each
Door hinges	£23.50 per pair
R/H engine bay valance 200 1360 903155	£19.50
Door to glass outer weather strip	£5.75 each
Hoods vinyl inc. zip out window	£85.00 each
Hoods original ICI flame retardant inc. zip window	£130.00 each
Pedal rubbers 122289	£2.50 each
Accelerator pedal bracket 147655	£7.50
Set of 6 front suspension bushes (119451)	£10.00 set
Front Suspension Shim 122022	£1.50 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 16PB	£25.00 per caliper
Recon exchange Caliper type 12	£45.00
Recon exchange Caliper type 14	£35.00
Recon exchange Caliper type 16PB	£55.00
Brake pads type 12	£12.00 a set
Brake pads type 14	£9.50 a set
Brake pads type 16PB	£10.00 a set
Recon steering racks RHD	£40.00
Track Rod Ends	£7.00
Rear Shock Absorbers GSA 385	£17.50
Front Shock Absorber	£20.00
Herald Rear Leaf Spring 305945	£72.50
Herald recon exchange drive shaft assembly inc. shoes	£140 each
Herald/Vitesse Non Rotoflex Driveshaft	£27.50
Universal joint with grease nipple	£6.50
Herald new alternative Distributor (exchange)	£27.50
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	£24.50 set
Set of 4 SparkPlugs 1200 and 12/50	£4.50 set
Recon w/wiper motor	£40.00
Vitesse 2 litre Q.H. Clutch Kit	£35.00
Clutch Slave cylinder 13/60	£35.00
Vitesse inner sealed beam light unit GLU105	£55.00 pair
Boot catch 611225	£8.50
Seat Belts (inertia type)	£45.00 pair

## SPITFIRE MkI & II & III

Spitfire MkIII complete bonnet assembly	£560.00
Nearside/offside front wings 907154/5 903088/9	£60.00 each
Left/Right hand front outer wheelarch 903137/8	£37.50 each
Left/Right hand front inner wheelarch 706548/9	£35.00 each
Left/Right bonnet hinge tubes 811679/811680	£25.00 each
Spit MkIII side lamp mounting panel (910157/8)	£45 each
Door skins	£22.50
Battery box 806707	£11.50
Rear valance lamp panel 569900	£42.50 each
Spitfire MkIII bootlid steel 57297	£137
Dash top cover 706569	£27.50
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 206532/2 17025	£27.50
Track Rod Ends	£7.00
Rear Leaf Spring 305994	£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
Front Valance Support Bracket 712567/8	£8.00

## SPITFIRE MkIV & 1500

Front wings 909663/4	£27.50 each
Front wheelarch outer L/H and R/H	£22.50 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 (815991/2)	£45.00 each
Door skins	£22.50 each
Nearside/offside sill 903097/8 Non OE	£22.50 each
Nearside/offside sill 903097/8 OE	£38.50 each
ICI reinforcement panel L/H and R/H 806634/5	£5.50 each
Inner sill L/H and R/H 806638/9	£12.50 each
Sill end plate (front) 706422/3	£4.50
Stainless steel overall kit	£36.00 kit
Stainless steel tread-plate finisher Triumph logo	£12.50 pair

Half floor L/H and R/H Deep Pressing	£62.50
A* post lower panel filler L/H and R/H 706288/9	£8.50 each
Bonnet hinge pivot box (RKC362/3)	£38.50
Bonnet hinge tube R/H 911108	£37.50 each
Rear wing L/H/RH repro	£87.50 each
Rear wing front repair panel	£10.00 each
Rear wing rear repair panel	£10.00 each
Spitfire rear lamp panel (716182)	£55.00
Rear valance 908370	£90.00 each
Boot floor	£60.00
Herald/Vitesse door skins 901338/9	£165.00 each
Rear inner/inner wheelarch L/H and R/H 725634/5	£34.00
Rear outer wheelarch 909661/2	£35.00
Windscreen aperture panel drip channel	£12.50 a pair
Stainless steel overall kit	£130.00 kit
Hard top rear screen 819959/XKC3641	£30.00
Hard top rear screen seal 911040	£25.00 each
Hard top seal roof/door glass 716183	£5.00
Front windscreen chrome insert kit	£32.50
Door hinges 607824	£14.00 each
Exterior door handle L/H and R/H 911217/2	£42.00 each
Window regulator L/H and R/H 911217/2	£35.00 each
Window regulator glazing channel L/H and R/H 706789/90	£35.00 each
Front outriggers 209398/9	£15.00 each
Stainless steel tread plate finishers	£12.50 pair
Oil pump TKC 1974	£29.50 each exchange
Waterpump 216939/GWP 128	£29.50 exchange
Late type water pump (viscous) UKC774	£40.00 each
Air filter assembly including filters 217822	£35.00 each
Oil filters GFE 119/150	£3.00 each
Heater valve 724021	£18.00 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	£60.00
Front suspension top ball joint GSA155	£10.00
Stub axle UKC697	£17.50
Recon steering rack	£40.00
Track Rod Ends	£7.00
Steering joint 142140/FAM 1718	£17.50 each
Steering lock 216449/UKC2719	£37.50
Hard top seal kit 119451	£13.50
Early/late rear drive shaft	£2.50 each
Recon Drive Shaft Assembly	£140 exchange
Rear shock absorbers GSA 385	£17.50
Transverse rear suspension leaf spring 158640	£37.50
Recon Brake Caliper type 14	£36.00 exchange
Brake caliper offside/nearside 159130/1	£53.00 exchange
Brake disc 208715	£14.40
Caliper repair kit inc. piston	£15.00
GIRLING Brake master cylinder	£45.00 each
Handbrake front cable 121766	£1.50 each
Handbrake cable end fork (104749)	£7.50
Rear brake lever 123135	£5.00
Clutch Kit 1500 Q.H.	£60.00
Clutch Slave Cylinder Gasy 103	£35.00
New Distributor 1500	£47.50 exchange
Recon Distributor (1500) RKC 638	£35.00
Distributor cap MKIV	£27.50
Recon starter motor	£40.00
Recon w/wiper motor	£40.00
Universal joint with grease nipple	£6.50
Dash top cover 815881	£27.50
Seat covering set. Brown cloth houndstooth material, complete car set OE	£105.00
Knee pad L/H and R/H 719391/719401	£12.00 each
Carpet set Black	£65.00
Gearbox Tunnel Retaining Plate 608383	£9.50
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
Inertia seatbelt sensor type OE	£55.00
Inertia seatbelts less sensor OE	£50.00

## GT6

Bonnet assembly MkII	£595.00
Bonnet assembly MkIII 913766	£600.00
Nearside/offside front wing Mk II 908113/4	£80.00
Nearside/offside front wing Mk I 907154/5	£60.00
R/H front overrider GT6 Mk I 710717	£27.50 each
Petrol tank cover board (Mk I and II) 710703	£20.00
Boot floor carpet MkII and II 810941	£17.50
Main carpet early Mk III new tan 819813	£23.50
Main carpet late MkIII new tan 822633	£23.50
Main carpet Mk III black 822631	£29.50
Quarter light seal front L/H 574098	£12.50
Rear quarter light seal L/H new tan MkIII 820613	£8.00
Steering lock 216449/UKC2719	£37.50 each
Seat Belts	£40.00pair
New crankshaft 308034	£95.00 exchange
Recon exchange water pump GWP201	£29.50
Clutch Kit Q.H.	£65.00
Front suspension vertical link (209072)	£52.50
Front shock absorbers	£20.00 each
Track Rod Ends	£7.00
Rotoflex coupling 152273	£20.50 each
Recon Brake Caliper type 16PB	£55.00 exchange
Recon Brake Caliper type 16PB	£55.00 exchange
Rear brake shoes MkI and II and Mk II Rotoflex, GBS 750 OE	£13.50 set
Rear side/flasher lamp assembly 165416	£25.00
Delco Distributor Cap	£5.50

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## AREA LIAISON OFFICERS REPORT

Due to the fact that I got back from holiday late on the 4th and the deadline is the 6th and Annis is on holiday now, this is very brief:

Devon Area won December's Area Draw. Please contact HQ for your vouchers. Hope you all had a good Xmas and Happy New Year.

Annis and Vivien

## AVON

I hope this is going to make it!! I've only just got my Courier, and found out I only have minutes to cobble something together. It's pull rabbit out of hat time!!

Anyway, here goes Happy New Year and all that festive stuff! Local News! Pete's Conv. GT6 is coming along well, as is Alan's GT6! Simon's Spitty's getting new carbs, and maybe even overdrive! Catherine's had her prop. sorted, now for the very dodgy outriggers! Ooh err!! Tim's Spitty rebuild is coming on well too! Mega. Thanks to Nick and Mel for the raffle prizes! Everyone's a winner!! But why did no-one want the festive looroll? Tragedy looks like I'm A.O. again!! A couple of our members seem to have gone where no man or woman has been before! The lower limit of live entertainment has also been breached! Someone's actually admitted to seeing not only Orville, but also Sooty and Sweep live!!!!

We went to Sandown Park Triumph Show which was very poorly organised. A sign telling us where to park would of saved traffic chaos, overheating (both engines and people) and a lot of grief!! Once finally in there, what do we find? Too many God Damn Stinking Minis's at our Triumph Show!! No Weed!! Good to see the Cornish Mob, and Somerset's Ray and Linda (wot not in a Triumph though!!)

Result!! There's life down in Devon after all!! Being a simple Cornish Boy, I'm not yet up to the 21st centuries E-mail technology! So Rob passed on Rob and Helens message!! Fair Show!! Just remember, wave if you're waved at driving your Club car! Doesn't matter if the people waving are grannies in a coach, bikers, kids in the back of a car, or mad Avon area people (be it in a Club car or not!!) As for not recognising us? After all there's only one Nev Carr! (and he is a bit of a Tall Boy!!); just as there's only one Saffron Venga Bus (big engine, big wheels, big stereo, big ice cream chimes, big water squirt etc. etc.) and it's our Nev's!! As Rob said to you, come on up to Shepton Mallet ... or is it a

## ALO REPORT AVON ... BELFAST

case of can't, cope won't cope!!!! P.S. Happy new year Devon - roll on Powderham!!

Bristol Classic Car Show, down in Shepton Mallet (Feb 3rd and 4th). We'll be there, Club Stand, and naturally, come snow or hail - camping! Come on, come and join us, show us what you're made of, bring your tents too!! After all, even the Bristol Triumph Car Club are joining our camping festivities this time, and we have the field all to ourselves! Something to do with other Clubs' lack of adventure maybe????

Our Xmas do! We've the legendary Nev to thank for organising this one! Over to you mate! **Friday the 5th January 2001** it's Panto time! Kicks off 7 pm at the Playhouse, in Weston Super Mare. Free parking in the Sovereign centre. 'Cinderella' starring the Tart from Emerdale, the Queer one from Eastenders, and Jack Douglas from the 'Carry On's' (can't describe him, but it's a visual thing!). We've got seats right at the front! Only £9 each! Thanks for that Nev!! For anyone who's not yet booked - D'oh!! You may not be too late - but no guarantees! Speak to me ASAP! Rumour has it we may have some guest visitors for this one - Nice One Treacle!!!! "Car Parking is free, in the Sovereign Centre." Nev says "If you got 6 Cyls, give it some revs!" (I guess the same for any sports exhaust-eh Nev?). "Obtain Ticket. Bring ticket to Playhouse, to get it stamped, to get free exit from car park."

We've had a great 2000 (Shepton, Brean, Stafford etc.), but I've got a feeling that we might just be able to have even more fun in 2001 (with a little help from Essex, Somerset, Swindon (etc., etc.) no doubt!!!!)

Now for the important bit ... I know we enjoy our club cars, but if we've been sampling the pop, leave the keys well alone! Otherwise if Crewsey and the boys stop you, and get you to blow into the little bag, you may not be enjoying your Club cars next year! **FOR THIS VERY REASON, JANUARY'S MEET WILL NOT BE MONDAY 1st Jan 2001, but MONDAY 8th Jan 2001.** Something to do with New Years Eve Hic!!!!

Congratulations to our Zoe and Ian, who are getting married, early Jan. We'll let you off for missing the Panto!!

Lastly, some disturbing news! Rob and Hen went shopping for a TV. Alas, all they came home with, were some super duper limited edition Australian Pokeman Card. I'm told that they may be prepared to swap for a TV. So what happens when you go out looking for Triumph bits then??

For What's On etc., see Cotswolds!!  
**8th Jan Club Meet. i.e. not 1st.**  
C.U. @ somewhere-soon!

Colin

## BELFAST

Well, here we are again, another New Year and the start of the New Millennium proper, if you believe the 2001 brigade, so if the world didn't end this time I reckon we're okay. A Happy New Year to one and all. December's meeting was the AGM and I'm glad to see that numbers were up on

last years - by one. A turnout of 12 from a membership of 81. I think even the American election had a better percentage. Still, if you're not in you can't win, so you're stuck with me again as AO for the foreseeable whatever. We had a review of the year 2000, and realised that there were a surprising number of events, although this year we intend to do better, and I summarised the results of the questionnaires sent out last January - basically a lot of "I want" but few "I'm going to organise..." All points raised by members were discussed, and what we have decided is to get the family orientated runs back on the go, so you can expect to see a few shopping days, trips to places of interest, and the resurrection of the Hotel Weekend, once an annual event in Carrybridge, Fermanagh and open to suggestion as to venue. Charity events were also discussed, so I'm open to ideas. There's a lot of days in the year sitting idle. It's also been decided to try moving meetings to the second Sunday in the month to give time for The Courier to arrive and thereby inform members of changes, including runs or events taking place at the monthly meetings. I've pencilled in April as the change date, allowing plenty of time for members to adjust accordingly.

Dates for the new meetings will be in the monthly reports.

Norman has suggested trying the International Spitfire Weekend in Holland and Gary suggested the Cumbria Lakes Weekend this year so if anyone's interested, let us know and we can try for a convoy. Alan even suggested attending Doune again, so bring your umbrella ... I'm also exploring the possibility of a regional enamel grille badge for our cars, something like the Triumph logo but with Northern Ireland added. Costs are £90 for the initial making of the die, so the more badges ordered the cheaper each one will be. I'll give more info as I get it. The Christmas Dinner hasn't yet been arranged, so details will appear in the next Courier, leaving a probable date as the end of February. A venue in the Lisburn area has been suggested so I'll let you know what is finalised. Gordon Dunlop has also decided to stand down from his post, which Lawrence won't let me describe, so if any of you know what he does and want to take over, let me know. Our thanks to Gordon for his sterling work over the past years which has left successive AOs one less thing to worry about! Wishes for a speedy recovery to Bert Gault, who has just had his knees done, although unlike many in the country this was a proper operation and nothing to do with anti-social behaviour. Hopefully it wasn't painful and won't interfere with his Triumph driving for too long, since I'm having roughly the same thing done next Monday ....

I've been informed of an original Stag V8 engine for sale by Cyril McClure of 190 Ballygomartin Road - Tel 02891 598691 - it's in good order and complete with carbs, although one of the heads needs valves replaced (not the 'odd' one) Frank Cassidy is still looking for a cheap Dolomite if anyone knows of one. Keep me informed of any Club cars for sale! So that's it, last minute changes or up to date

## EAST BERKS ... CANTERBURY ... CHESHIRE COTSWOLD ... CUMBRIA

news on the website at [www.linztg6.demon.co.uk](http://www.linztg6.demon.co.uk), and till next month, keep between the hedges!

Colin

## EAST BERKS

Happy New Year to one and all. Our dinner at Sweeneys and Christmas Raffle just like Father Christmas have been and gone, rounding off the year. 2001 has started so next on the calendar will be our Area AGM at the **January** meet on the **9th**. Which is your chance to say "I can do that" or "How about we do xxx or convoy to yyy?". Don't forget your New Year's resolutions, my recursive one to get Spitty back on the road will happen, if not this year maybe next! So cuddle up to your loved one and dream of those long summer evenings with the wind in your hair, but if the garage is too cold try an open fire or radiator and a human (or a hu-woman)! Summer will soon be here.

## CANTERBURY

What can I say about the December Area meet? Excellent, just about sums it up. We managed to fill the part of the pub we were in, 23 attended The Jackdaw on Tuesday night representing just about all the common Triumph models from TR6 and Stag to Spit and Dolomite. It was only a shame that so many of our cars are wrapped up for the winter. The car park had a good sprinkling of 2000s but only one lonely 1500 Spitfire. It's got to be an everyday car were the words muttered by Anthony Harrison, good for you. I've been there, our Spitfire definitely suffered from not being used through the winter, proof that these cars like to be driven.

Great to see some faces that have been absent for what seems like an age. Welcome back to Sue and Mick. The first time out together for over a year and he brings her to a Club night! Brave man, look forward to seeing more of you in 2001.

A good number of photographs were handed to me for inclusion in the web site and I think that I managed to collar just about everyone to fill out a contact sheet. So I'll be passing round a new contact list at January's meet. Talking about January's meet it will be held on the 2nd, there was talk about moving it but we decided to leave it as was as Charles thinks he'll be sober by then!

Sorry to anyone who has been trying to access our web site. Joy of joy my web space provider has lost the entire site so I will hopefully, by the time you read this, have uploaded the entire site again!

I didn't get a chance to talk about the new clothing ideas at the meeting, too busy trying to sort out the Christmas meal. If you like the idea of Canterbury Triumphs Polo or Sweat shirts give me a ring or catch me at a meeting.

I have had an idea for the 2001 Canterbury Triumphs event, I'm not going to say too much about it at present as there are a lot of logistical considerations - intrigued? Good, I'll fill you in at the next meet.

I propose that at February's meeting we

have the annual raffle to get rid of those unwanted Christmas presents. Who did get the tasteful big blue eye last time?

Happy new year one and all, I hope that Santa brought you all the bits you wanted! That's it for now, see you all soon.

Tim

[tim@canterbury-triumphs.com](mailto:tim@canterbury-triumphs.com)

## CHESHIRE

This report should appear in The Courier (unlike last year's December version) because Bernard reminded me when I submitted the last report that the December ones have to be in earlier than usual (thank you Bernard). However, the December meeting is tomorrow so I can't tell you much about that!

The Jones household is still somewhat dominated by the building work that's in progress. At least we now have a reasonable roof (just awaiting the tiles) and the garage space that the Vitesse will occupy only has a large bag of sand in it (and there's a skip on the drive which is a bit of an obstacle to access!).

Recent visits to Adrian indicate that progress on the GT6 there is slow, but reorganisation of his garage space should mean more progress in the near future. And I still have no news of Clare's ORS.

Finally, let me wish everyone a Happy and Prosperous New Year, and remind you all that the first meeting of 2001 will be on **Thursday 4th January** at the Cook and Pheasant in sunny downtown Bollington.

Henry

## COTSWOLD

Happy New Year! Where did Y2K go?

There's something very refreshing (read very cold!) about soft top motoring in our cars this time of year! I took DNP out, on a rare sunny afternoon, down to Cheddar and WSM etc. Fantastic!! I'd better not say where we reached 85 though, just in case the boys in blue are taking notes! Not soon after, in the Saloon, a very similar trip was made ... superb!!!!

Tragedy ... tragedy! Triumph World arrives, I open it up, and what do I first clap eyes on? Andy Webb's (I'm struggling for words here!) what once was a nice Herald! Picture hides all that excess paint well Andy!

I think the Y2K bugs hit me after all!! Video, TV, Camera and CD Player all kicking-up. Good old Triumphs are both OK though!

Chilling out at: -  
**Jan 5th** Avon Area Xmas Panto!! All the more the merrier! It's behind you!!  
**Jan 7th** Great British Autojumble NEC.  
**Jan 7th** TSSC HQ Open Day and Sale! If anyone wants to, give me a call, as there may be space in my car for you!  
**Jan 21st** Autojumble at Malvern tbc?  
**Jan 27th/28th** Brean Stages Rally tbc

## IMPORTANT NOTE

Reports can be e mailed by the 10th [courier@the-studio.demon.co.uk](mailto:courier@the-studio.demon.co.uk)



**Feb 3rd and 4th Bristol Classic Car Show** - Shepton Mallet - camping of course!!

Colin

P.S. I nearly forgot - Have a great 2001!

## CUMBRIA

The meeting at the Sheep Centre was quite well attended but unfortunately no Club cars were present. My own attempt went wrong because my Herald had not been run all summer and I had forgotten that it had developed a problem where it ran for several miles then died, after a few minutes rest it would start and run for another few miles before repeating the process. We went to Carlisle where the fault started and had to stop five times in the eleven miles to get home and collect our modern car. The fault appears to be in the condenser and will have been rectified long before you read this.

After our lunch we started to sort our venues and events calendar for next year, nothing is set in stone and all events are only provisional at the moment so if you fancy something different or know of a good event not on our list let me know. I have already been contacted with some suggestions from a member with more sporting tastes who is proposing a run across country from St Bees to the Yorkshire coast. If you fancy this idea tell me and I will try to start the ball rolling as the member in question is quite prepared to set the route and itinerary, along with preparing some sort of quiz for completion en-route. For various reasons it would not be possible to run the event over a strict route or to run in convoy but it sounds like a reasonable weekend trip to me. The current list is printed below:-

**28th January** - Museum Pub, CARLISLE

**25th February** - Oily Johnnies, WORKINGTON

**25th March** - Kings Arms, TEMPLE SOWERBY

**29th April** - The Plough, LUPTON

**6th May** - WARWICK BRIDGE SHOW

**27th May** - Mystery Trip with PICNIC

**22-24th June** - LAKES TRIUMPH WEEKEND, KESWICK

This takes us right into the middle of the season, heading towards the Stafford International, but we may add more dates and events as we go along, the later part of the year will be well served with all things Triumph as well. If you do not know the venue ring me and I will provide directions or arrange to meet up somewhere known to you and convoy to the meeting.

As I write this I have just learned that Neil Dowie has failed to complete Le Jog due to diff failure. I am sure we all commiser-





## CUMBRIA . . . DERWENT VALLEY DEVON

### ● CUMBRIA Cont

ate with him and wish him better luck in any future attempt. Speaking of which if you are entering one of the major events, or even one of our local classic rallies, get in touch to let us know how you get on. If you contact us beforehand we may be able to offer some support. If anyone needs a navigator for any event I can put you in touch with a very willing and useful nineteen year old (my son Andrew if you hadn't already guessed).

I know of a tidy Spitfire 1500 which is available for a fair price, or preferably in exchange for a similar value Herald 1200 Convertible or GT6. The insurance value is £4000 and the car is mine.

Finally by the time you read this we will have had our Christmas party and I would like to wish you all a Merry Christmas and Happy New Year, especially if you were unable to come to the party for any reason.

Bob

### ● DERWENT VALLEY

Happy New Year to everyone. Hope you didn't all over do it (too much). First things first, January's meeting will be on **TUESDAY 9TH JANUARY at 8:00pm and NOT on 2nd January**, as this is probably too close to the back end of the festive season and the first day back at work for many people.

By the time you read this we will have had our Christmas party at the New Bath Hotel, in Matlock. Who embarrassed themselves, who went too far? Well, I don't have my crystal ball but any humiliation will be published on our website under the Hot Gossip section. Many thanks goes to Richard for organising the party this year and also to Brian for driving the minibus for all us drinkers.

Also over the holiday period was the Christmas Run (if you get your COURIER early the run will be **Wednesday 27th December** at 10:30am from Jct. 29 on the M1, 1st lay-by towards Mansfield and is FREE!). This may be the start of an annual event, who knows? Organised by Don and Kev H the run encompassed 3 counties and 54 miles finishing at the Newark Air Museum. Due to the number of people who (said they would) turned out, the Museum gave us reduced entry fee and even agreed to open up the café. South Yorks and Lincoln Areas were also invited to join in. Why a run at this time of year? Well let's face it, what with the same old trash on the telly, the in-laws visiting, the screaming kids, the endless supply of turkey and mince pies etc etc need I go on?

Just got to get out and live a little.

December's meeting saw new member Ashley and photos of his recently acquired GT6. Ashley works for a Peak Run sponsor, Richfield Seating, and has done a marvellous job finishing the inside of my own little Spitty. His GT6 has plenty of work still to do, but with a full leather interior installed, it promises to be a real beauty. The meeting had us playing traditional Christmas charades, courtesy of John and Sandy C. 5 teams took part in the mayhem. The event didn't start off too well and only got worse. The official egg timer was abandoned when we noticed it lasted a mere 25 seconds instead of 2 minutes. Round 1 didn't score at all. The smiley face symbol for 'catchphrase' was taken to mean 'song' for at least 3 rounds, and the amount of cheating that went on was impossible to judge. One of the highlights was Diane's 4[1 minute turn which was so comical to watch, I just couldn't bring myself to tell her that the 2 minutes was up. By the time we were all completely fed up, the scores gave a tie between team C (John, Brian, Ange and Laura) and team E (Colin, Heather, Jordan and Rory). It was only then that I realised that no one knew we were playing for chocolate - a massive bag of Maltesers. This was announced and a serious hush fell on the teams. Complaints that if people had known, they would have played properly fell on deaf ears. The tiebreaker was played and team C were the victors. December's raffle included a fair few prizes, mostly booze, chocolate and biscuits; but also a set of 4 elephant motif glasses which Kirsty just had to have. But then disaster! Kev H got the first winning ticket and claimed the elephant glasses. The raffle was nearly over, Kirsty's winning ticket came out too late, only good enough for a bottle of wine which Kev, ever the gentleman, swapped for those damn glasses. Kirsty want's no more elephant prizes, she can't stand the stress.

Staffs Area have confirmed the Go-Karting Challenge for **Saturday 17th February** at 7:30pm. A Super-Priz event is approximately double the track time of the usual Grand-Prix. Cost will be £30-35 depending on numbers and will be followed by sandwiches and real ale in Staffs' local. B&B available for the serious drinkers. Please let me know ASAP with your £10 deposit if not done so already. Thanks to Stuart for organising this.

A special message from Kev and Diane: Just to say a big thank you to all who sponsored & supported us on our recent Club Triumph Round Britain Reliability Run for Children with Leukaemia, not just for your generosity in helping us to raise £2850.00 but for your support before and during our trip round Britain. For so many of you to turn out so late on a Friday night at Blyth services our first check point to cheer us on our way was truly amazing and put us on a high for the rest of the trip. Thank you also for the help and support we received throughout the year on the build up to the run at our car show and other fund raising events. Your generosity overwhelmed us. **TO ALL A BIG THANK YOU.**

Finally, I am trying to organise our events calendar for 2001. So far I only have the Go-Karting Challenge (February), our own

Peak Run (**23/24 June**), Ambergate Carnival (**July**), Stafford International (**14/15 July**), Ecclesall Steam Fair (August), and the Brittany Trip (France) next Spears in **September**. Please let me know either by e-mail or at the next meeting of all other events and I will post them on the website and produce an info sheet for February's meeting. Don't forget, **January's** meeting postponed until **Tuesday 9th**, see you there.

Dete

www.derwentvalley-tssc.fsnet.co.uk

### ● DEVON

Never fear loyal readers I am back! I will have to keep this short as I have grovelled with the "Ed" to get it in just after the deadline! Firstly, a belated Happy Christmas and Happy New Year to you all. OK let's step back.....Oct Wed meet went well with a quiz and a pretty good turn out. Thanks to Rob and Helen for "stepping in" for the Nov Wed meet whilst I was on holiday.

Yes I saw Triumphs in Oz and quite a few at that, the most popular being Stags! Saw quite a few 2000/2500 models too, an immaculate Spit IV, Dolomites, and on my last night in Sydney a Herald 1200 convertible! That's amaazing mate! The Sydney Motor Museum has an early 948/1200 Herald convertible in it too.

I returned to bad news from fellow Devon member Terry Horwood, in that he is going to sell his immaculate early Herald 1200. If you are looking for a genuinely beautiful, bonnet handled 1200 saloon in red and white with grey interior with history and totally original, this IS the car for you! Call Terry on 01626 888204, and check our website for a photo of it.

My apologies to the gentleman who phoned me about the blue Spitfire 1500 I mentioned for sale the other month, I missed a digit off the contact tel. no. If the seller and interested party would like to call me again I can put you together.

Rob, Helen and I are prepared to continue as your Area Organisers for another year, that is unless anyone else is interested? Any ideas for future events please let us know. For our Feb meet I hope to show a short video of some of the classic car scene I encountered in Oz.

Well must go for now, and here's hoping to a good Devon Area year!

Gord

Yuk! Still wet and windy ... Spitfire's been out a couple of times just to keep it from festering away in the garage, but where's all the nice sunny winter weather gone? Must be due for some by now - hopefully, by the time you read this it'll be glorious sunshine and we'll be out on clear frosty mornings with the top down, heater on and hats over ears. Yeah, right!

Anyway, the estate is holding out well considering. Alternator failed lots of times and we gave up mending it - probably a faulty diode - and we ended up putting another one in (Bosch 45 amp one out of a Ford Escort - looks very modern and out of place in the Herald, but the short fat design makes access to the spark plugs etc. much easier than with the usual Lucas

## GATWICK . . . GLOUCESTER HANTS & BERKS



type). The couple of months of dodgy alternator seems to have killed the battery as well. Spitfire has sacrificed its battery and cured the problem. Hopefully we can wangle a replacement out of Halfords under the warranty - even though it was probably killed by the faulty alternator rather than a fault with the battery! Apart from that all is well (mechanically anyway - we're collecting a stash of good body panels with an aim to tidy it up a bit after the winter). Gave the front trunnions a good oiling after last month's amphiarc impressions.

November's Wednesday meeting (pub games in the Cat & Fiddle) was great fun, despite the relatively small turnout. Ten of us were there in the end, with the regular Devon lot joined by Nick from the Yeovil Area with his modified Herald (a sort of Vitesse with 1200 bonnet, or possibly a 1200 with 6-cylinder engine?). Anyway, we had a couple of games of darts, the second of which was declared a draw coz we were all too hopeless to score a double to finish! Then a few rounds of skittles, which was more successful. Thanks to Mike for providing the venue - perhaps we'll do the same again sometime, hopefully with more luck in organising opponents (our planned opponents, the Mini club, had a prior engagement that we didn't find out about until rather late - oops!).

December's Sunday lunchtime meeting in Manaton was blessed with much better weather (well, it didn't rain much). Good to see Chris and Carol with their GT6 again after a packed year of events and tales of almost being washed back from Wales after a run last month. At least this rain washes the salt off the roads!

**January's Sunday (7th)** meeting will be in the Kes Tor, Manaton again. **February 4th** will be in the King's Arms, Otterton. See you there. As always, any suggestions for meeting venues or events for the coming year will be much appreciated.

Rob and Helen

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

### ● GATWICK

OK, who's got my toolbox, then? I only turned my back for five minutes and it grew legs and ran away. If anyone comes across it let me know.

Happy New Year, by the way. It looks like next year will be a good one for us, as an Area. I hope to not miss quite so many Area News deadlines this year at least I'm off to a good start.

Those of you who didn't join us at the Christmas dinner missed a really good meal and I think we will definitely be returning there next year. There was far too much food to manage plus we had a room all to ourselves so much nicer than a smokey pub and the usual processed turkey and soggy Brussels. My only complaint was that the table was a bit small, I had Robs elbow in my dinner plate for most of the meal.

Actually I must thank Rob and Rachel who kept handing me Christmas presents (we

definitely need more members like that!). Our first meeting last month was well attended considering the nasty wet weather. Why does it always rain on Mondays? We have yet another new member, Peter Soanes. Pete has just bought a rather nice GT6 III with drainpipe exhausts. I hope that he will bring it to a few shows this summer. We never seem to have many GT6s.

Maria, who has a busy month, what with putting her Spitfire on the Club stand at Sandown, and doing most of the Christmas dinner organising (thank you), has found time to do an events list with a run up to the Triumph day at Stoneleigh as first outing. In the traditional Gatwick style, I noticed Chris help himself to a leaflet and then complain that he hadn't got one. We may be doing a four day break to an oasis in February by the way as Maria has found us a good deal via Access. Those of you with Rowfantort i Club memberships, should bear in mind that they are now due.

On the restoration front, Rob and Rachels 13/60 is nearly complete; Peter's 1500 project seems to have moved with lightning speed and is not far behind. Clints MkII Spit is moving along slowly (well he does have a few other projects). He is now blast cleaning the chassis. work on Graham's GT6 Mkl is also going well with a re-spray due soon. We've been grit blasting Tony's floor pans with my new blast cleaner (along with my fingers, eyes and the whole garage).

Most of you know that Norman who runs Just Triumph Services is moving to a new workshop with better facilities. Apparently he is changing his name as well. Meanwhile the long, drawn out saga of Glenys and Alans 948 Coupe re-spray is almost over.

We are having a slight change of dates for **January**: The only meetings for **January** will be on the **second Monday (8th)** and **fourth Monday (22nd)** at Rowfant House, 8.30 onwards. To find us if you have not been before: From junction 10 of the M23 motorway follow the East Grinstead sign as far as the first roundabout after leaving the motorway. Take the penultimate exit immediately after the entrance to the Copthorne Hotel. The road is now the A2220 (formerly the A264).

After some 200 yards turn left into the narrow road, Old Hollow. At the T-junction at the end of the road turn left. After 900 yards turn left into Wallage Lane, sign-posted Rowfant. Pass the Colas Works on your right, then you will pass a postbox on your left, outside Rowfant Lodge. Prepare to enter the next gateway on your left, which is the entrance to Rowfant House, 30 yards after the postbox. See you there!

Richard

### ● GLOUCESTER

Happy New Year to one and all. Welcome to 2001. I hope that all your Christmas and New Year festivities went with a bang. Mine certainly included an abundance of over indulgence, wine women and song, well actually it was lager, one very understanding woman and a couple of good CD's, but it was close and I got some

Triumph goodies in my stocking too. Now all I need is to remember how the 13/60 jigsaw puzzle goes back together. Then I'll be able to add all these shiny new bits to the finished article. The cover photo for the November Courier reminded me how my own car should look and has renewed my enthusiasm to get on. A nice cosy meet last month, a glowing log fire and friendly faces always makes for a very pleasant evening.

A trip to the Triumph spares day at Sandown Park also yielded some much needed parts to help towards my rebuild. Thanks again to David Potter, whom I first met and spoke with at the Restoration Show; those grille parts will look great on the front of NAX898F, and good luck with your Vitesse rebuild. The start of the year should give all of us in the throes of restoration a friendly shove in the right direction. I dare say more setbacks lie ahead but hopefully we should see more Club cars out and about in 2001. Good luck to you all, and those that are already have fully functioning cars, out with the polish and we look forward to seeing you at all the events and runs coming up this year.

Andy.

**Events,**  
Area meeting at The Kings Head Norton, **Monday Jan 15th.**  
**Annual Dinner 20th January** - Contact Barry for Details and Bookings

### ● HANTS & BERKS

With any luck you will receive your Courier before Christmas, so I'll take this opportunity to wish you all the best for the festive season and the New Year.

Quite a lot to report this month, as we had our Area AGM on 5th December. A warm welcome back to Roger, who we thought we had lost to one of our neighbouring Areas (you know it makes sense Roger). Glad to hear he has now sorted his GT6 gearbox problems, with a replacement item from The Sandown Park Triumph Show (more about that later). Graham and Jo also joined us. Graham's been busy recently working on his MkIII Spitfire and Herald, but for some reason didn't turn up to the pub in either Triumph, and thereby missed out on a free drink!

Not sure how, it was all a bit of a blur, but I am your Area Organiser for the next 12 months. Keith remains as Area Treasurer having done a very good job in the last year to make sure we don't run at a loss - unfortunately the quality of the raffle prizes have suffered as a result. As an example, when Keith finally arrived at the meeting in December, we had to send him out again, as he had somehow omitted to buy a chocolate related prize - Doh! Royston will bring fresh enthusiasm and





## HANTS & BERKS Contd

inspiration to the raffle prizes come the new year, as he has volunteered to get the prizes from now on. No doubt there might well be an electrical theme to one or two of the prizes.

John, as Local Events Coordinator, has been joined by the lovely Sarah and Sue (to do all the work) to help organise our Sunday events amongst other things. As an Area, we have decided to review our meeting arrangements. We will continue to meet regularly on the first Tuesday evening of the month at The Jolly Miller in North Warnborough. This will be our main monthly event. The third Thursday meeting will be replaced with a bi-monthly, third Sunday meeting. Many of us have work and family commitments during the week, and it was thought that a meeting on a weekend afternoon would be more convenient and attract some of our fellow members out of the woodwork. The format of the Sunday meetings will be very varied, and include amongst other things mini-convoys/treasure hunts to places of interest throughout the Hants and Berks (and beyond) Area. Our first meeting will be **Sunday 21st January 2001** at The Watership Down, near Whitechurch. This is a family friendly pub who serve great beer and food. Depending on the weather we might follow lunch with an excursion over the Downs. If you would like to come along, please let me know so that we have some idea of the numbers.

Back to the AGM. Dave has volunteered to help write the Area News this year. This is a most generous offer, as I am normally in a bit of a panic when the deadline comes up, trying to remember all the things I said I would include in the News. Dave and my ramblings will also be joined by a few guest writers throughout the year to help bring some variety to each month's read. I will try to continue to keep our website - [www.gingell.com/tssc](http://www.gingell.com/tssc) - up to date over the next year, and we might even have an up to date photo gallery of members and their cars sometime soon.

No doubt your Christmas presents this year will include something that you didn't quite expect or want. Well now is your chance to re-cycle your unwanted Christmas gifts in out now annual, "February Naff Raffle". Please bring your gifts re-wrapped to the February meeting, and all proceeds will go to Area funds.

I said earlier I would tell you more about The Sandown Park Triumph Show. The show itself was quite good, and well attended. However the highlight (or maybe lowlight) was the trip back. On the way there my Coupe started to exhibit an

## HANTS & BERKS . . . HERTS & BEDS WEST HERTS . . . ISLE OF WIGHT

unexplainable engine stalling habit. On the way back the car had perfected the intermittent stalling habit to now refusing point blank to start. After a few minutes Royston and I had diagnosed the problem down to the electric fuel pump a previous owner had fitted in the boot next to the tank. Just then, the Old Bill pulled up. "Is this a Vitesse?", "No it's a Herald Coupe", "Oh - what's the problem?", "Fuel pump", "Tried hitting it?", "Not yet". Anyway I gave the fuel pump a few taps, and the car started okay, only to stall fifty yards down the road again. Gave it another tap. Car started but then immediately stalled. To cut a long story short, Royston drove the Coupe home in fits of laughter with me crammed shut in the boot tapping the fuel pump, shouting, "Are we nearly there yet!?"

This month's meetings will be at The Jolly Miller, North Warnborough on **Tuesday 2nd January** and at The Watership Down near Whitechurch on **Sunday 21st January**. For further details, please visit our website at [www.gingell.com/tssc](http://www.gingell.com/tssc), or contact me on 01256 841505 / [tssc@gingell.net](mailto:tssc@gingell.net)

Keep frying 'em eggs

*Chraig*

## HERTS & BEDS

This report may reach you before the New Year due to the early deadline for HO, so they can have a holiday too.

The go-karting has now been booked and we have slimmed down the cost considerably. We will be doing a 90 lap sprint race with the first team to reach 90 laps being the winner. Teams will be of two people with a maximum of 8 teams. I have provisional names for 16 people but if there are more who are still interested then we can up-grade to 24 people and have teams of three racing for 120 laps in total for the same cost - £18.75 per person. There is no buffet afterwards, just racing. The date is **Friday 12th January 2001** from 7.00 pm - ideally you need to be there 20 minutes before to get briefed and overalls fitted (all supplied). The deposit has been paid and is non refundable and has been paid out of Club funds so monies will be required asap in order that the Area funds do not become any more depleted. The location is Superkarts in Letchworth at 2 Pixmore Avenue. It's fairly easy to find and there is parking near to the site.

Any further questions just ring us on 01462 814051.

To other matters: No one has yet volunteered to take over the Area Organiser's post, so watch this space and read the Area News Review to find out what will be happening for 2001. This will be decided at the December meeting but will not get to The Courier until February.

That's about all for now. Have a prosperous New Year and see you at the meetings on the second Monday of each month at The Bull at Whitwell from 8.00 pm, in all the best.

*Matt and Mandie*

### IMPORTANT NOTE

Reports can be e mailed by the 10th  
[courier@the-studio.demon.co.uk](mailto:courier@the-studio.demon.co.uk)

## WEST HERTS

The group has now met three times at The Rose and Crown Hotel in Tring High Street. Turnout has been encouraging with the average being five. Hopefully, this will improve with the better weather, next year. We meet on the second Thursday of every month which has been chosen so as not to clash with other nearby groups. My thanks go to Charles Holleyman who has been a consistent supporter of this fledgling group.

Any TSSC members reading this who live in the West Herts Area and are interested in coming along are welcome to contact me on **0403 971240**. So far we have organised a group trip to the Triumph world picnic at Pangbourn but with winter now upon us it seems we will have to be a bit more inventive.

Well that is about it for now .

*Randal*

## ISLE OF WIGHT

Hi. Well I got challenged to write the Area News by Garth because I kept nagging him for not putting in our Area in, for the last four months!! Well there is a bit of activity to report on for a change!

Starting with August 25th when we went bowling at LA Bowl in Ryde for the Nightbeat. "Vodka Lil, Hairy Monster, The Leatheries, Chocola and New Boy" - you know who you are!! We all had a cracking time and we even turned up in the Herald Convertible - more about that in a mo. Other events have included the now infamous fireworks night on the 4th of November round at Dereks. I think it will go down in the chronicles of history along with last year's, which saw "Garth Fawkes" as he is now known, improving on last years performance (which involved mortar-bombing the crowd), by setting off two fireworks which just made it over the hedge and exploded in neighbours gardens as well as a rocket smashing into Dereks greenhouse!! Little John has offered to help out next year - I think for safety reasons and for a good turnout we had better take him up on it!! Garth has again been duly elected A.O. for the coming year and preparations have already begun in earnest for the Camping Weekend on **26th, 27th and 28th May 2001** at Appuldurcombe. We also attended Sandown Park on November 26th and it was nice to see so many cars there, even if we did have to share the day with the "Mini crowd". We bought some bargains including a stainless steel Herald exhaust for £49.50!! Thanks again to Adam and Karen and William of Surrey region for having us. Derek's Vitesse is nearly completed and looks great - it would be nice to see it out and about soon. Little John has settled in well into his nice house - when is the house warming John - it's been three months now??!!

The blue Herald Convertible has caused us and Little John a big headache in the last 3-4 months, as it has had various mishaps including a new diff, 3 starter motors, and blowing up a Spitfire engine

## WEST KENT . . . LANCASHIRE LINCOLNSHIRE . . . NORTH LONDON

due to a massive water leak I knew nothing about!! I am dependent on the Herald for getting about and am hoping to survive the winter and early spring until we can get the Brown Herald Saloon on the road - she needs to go into hibernation for the winter until the floods have subsided. Elaine's Spitfire is in a similar position - garaged and hopefully will get some TLC in the next few months from Jason, work permitting!!

I have been told there is a change to the meeting venue from January 2001 and it will be at the Cask and Taverners in Godshill, last Tuesday in the Month. Looking forward to seeing everyone at the shows. Have a great Christmas

*Ellie*

## WEST KENT

Having had my knuckles rapped, I'll start this month's report with an apology. Of course, the Weald is situated on clay not chalk: fancy not knowing the difference! Sorry Del.

Now that's out of the way, let's get on with this month's epistle. For a car owners club we don't seem to discuss cars very much, although there was quite a lot of talk about buying and selling cars, mainly our own. There were some remarks about Sandown though and those that went said they had a good day and managed to buy something which had eluded them for some time.

Next, after complaining about the state of the railways we got onto the subject of steam trains and all agreed that they should be brought back into service. They were faster and more efficient and none of us could remember a report of one becoming de-railed. They also carried a lot of freight that is now clogging up our roads. Did anyone hear that report about the fact that trains today are travelling more slowly than Stevenson's Rocket? Incredible!! Dr. Beeching had a lot to answer for and is probably sitting on a cloud laughing at the mess we seem to have got ourselves in - all due to his 'cost cutting measures'.

I don't know how we managed it but from steam trains the conversation progressed onto old records, the round variety, and who could remember the furthest back. Back even to Bakelite records which only had grooves on one side, Just like CD's really only bigger. I'm glad to admit that I don't remember them but I do remember paying half a crown for my first one although I can't remember the title.

The next subject was bridges and towers and their construction. Most of us didn't know that Tower Bridge has the stonework on the outside of a metal frame and is not solid stone. Comments were flying back and forth about climbing to the top of Tower Bridge, the Statue of Liberty and the Eiffel Tower, each speaker trying to outdo the last with the height and safety of the climb. The discussion also encompassed ferris wheels, of which most of us are terrified, and ended with the suggestion that we have a trip to the London Eye. I think I could stand that even though the floor of the capsule is transparent, at least there would be something to hold onto. Anyway it's worth thinking about for next Spring -

if we don't get washed away before then. If anybody is interested in such a trip let me know and we can think more seriously about it.

By the time you read this, Christmas will have come and gone so I hope you all had a good one and your presents lived up to expectations. Happy 2001.

*Many*

## LANCASHIRE

Hello everyone, welcome to the last news for 2000. Hope you liked the pictures of the Herald. To pick up from last month, five cars ventured out for the charity run to Thirsk. Yes, I had finally cured my ignition gremlins, Dennis had fixed his dodgy rototex joints, Martin had sort of fixed his gearbox oil leak, and Graeme had figured out his hub problem. Unfortunately, Graeme couldn't get the parts in time, but took the spare seat in Karen's GT6. The morning commenced with an early start to allow us to get to the Phantom Winger for an 8:15 start. However, due to a couple of wagons blocking TDJ on a forecourt the start was delayed. TDJ along with Austyn and Luci in HLH and Karen's GT6, set off on a quick dash for Barnoldswick to meet up with the two Vitesse. The five cars travelled over the border to the main start point at Ripley, for a well earned coffee. Here we met up with five cars from West Yorks, two from Newcastle, and the North Yorks rabble. What started from here turned out to be a magical mystery tour through the still flooded darkest depths of muddy North Yorkshire. The direction sheet was ceremonially chucked out of the window, after we had all passed the same chicken factory in Thirsk for the third time. However, after a regroup, a couple of U-turns, and a change of convoy leader, we safely arrived at our destination. Thanks to Paul for organising yet another fun run out. After handing over the toys, the Lancashire group headed to Masham for a little light refreshment. The plan was to tour the Black Sheep Brewery, but to our dismay it had closed for the day. Time for Plan B; we went to Theakstons instead. After an interesting tour, and a small sample it was time to head home. One point of interest was that Julie managed to shift a pint of Old Peculiar faster than Graeme 'Beer Monster' Lewis. (She doesn't like beer, or that's what we were led to believe).

The November group meeting was a quiet affair, with the main priority being to sort out the Christmas meal. Since our usual meeting area was closed off for a little redecoration, half of us went for a cosy chat in a comfy corner, whilst the other half preferred propping up the bar 'talking technical'. Welcome to our new member Peter who has another 1500 Spit. We seem to have a rather large collection of these things these days. Since everyone was happy to chat, it was decided to postpone the general knowledge quiz until next year.

The next meeting will be on the **30th January 2001**, at 8 o'clock in the evening at the Phantom Winger.

Safe motoring, and a Happy New Year to everyone, especially our friends over the



Pennines. Let's hope we have a little less rain, and a little more sunshine for those of us who like to go topless.

*John and Julie*

## LINCOLNSHIRE

Happy New Year to you all out there. Did you all eat and drink too much at Christmas then? Well you can work it off in the New Year getting your pride and joy ready for the hot summer of 2001! Well we hope so anyway and to start the exercise it's the bowling night on the **17th of January**. So far I have three maybe four names, is it worth my while I ask well I'll have a good time anyway!! So what else have we to report on this month. First congratulations to Maureen oh and me on the birth of our son Ryan and like all good dads I took a few days off work to help but like all good dads I spent my time right away from those smelly nappies in the sanctuary of the garage!! Next the Christmas meal where we had a good turn out, everyone seemed to enjoy their meal except for Charlotte who's burnt shoe leather was a bit tough!

The raffle went well. Thanks to all those that donated prizes and especially Andy and Charlotte for their special prizes which went down well!!!!!! (For all those that weren't there, you won't understand all the exclamation marks you'll have to ask Andy, Charlotte or myself later.) The local lass and her boyfriend who came out for a quiet romantic meal and won the strawberry body paint left with a smile on their faces! Thanks again to all those that came and to Calvin and Andrea for arranging it.

Finally I must thank Calvin for all his efforts as joint AO. Oh yes one more thing I hear Nick is getting worried as after buying his near completely restored GT6 he thinks my complete scrapper will be on the road before his!!

*Dave*

## NORTH LONDON

The New Year is upon us again - time for Christmas celebrations, huge quantities of alcohol, and looking back on the past year. The past few months have been fairly quiet for North London, but you only need to look back at the middle of the year to find the usual plethora of North London Spirit:

There was our pathetic but whole-hearted entry into its A Knockout at Stafford, where we didn't manage to win a thing - not even the Wooden Spoon!

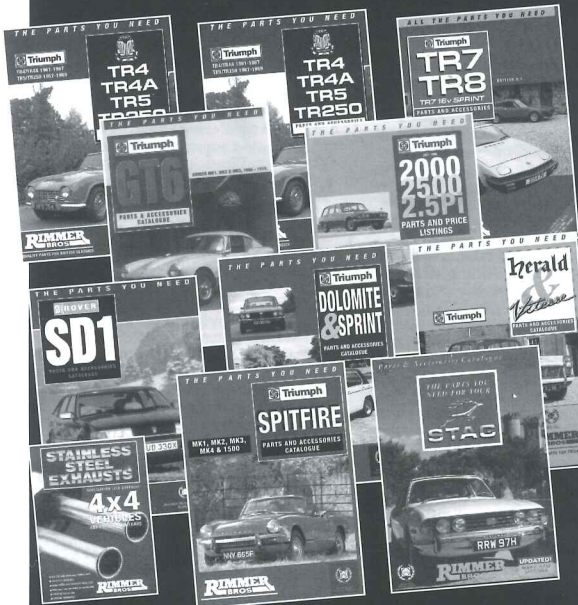
Then we had our adventures on the track at Castle Combe - one car overheating and



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TR7 (NEW)	£1,175 EX (RECON) £825.00 EX
SPITFIRE/DOLOMITE	(RECON) £740.00 EX
GT6/2000/VITESSE	(RECON) £955.00 EX
HERALD	(RECON) £737.85 EX
SPRINT (NEW)	£1,300 EX (RECON) £925.00 EX
1850	(RECON) £715.00 EX
TR8/SD1 3500	(RECON) £1,145.63 EX
TR8/SD1 3900	(RECON) £1,545.13 EX
TR8/SD1 4600	(RECON) £2,585.00 EX
Updated 3500/3900/4600 units also available.	

### CYLINDER HEADS UNLEADED

STAG (EACH)	£340.00 EX
TR5/6 & 2500 Sal	£299.00 EX
TR7 (NEW)	£464.13 (RECON) £293.75 EX
SPITFIRE/DOLOMITE/HERALD	£220.00 EX
GT6 & 2000 Sal/VITESSE	£299.00 EX
SPRINT	£381.88 EX
1850	£310.00 EX
TR8/SD1 (EACH)	£169.00 EX
TR8/SD1 STAGE 1 (PAIR)	£535.00 EX
TR8/SD1 STAGE 2 (PAIR)	£629.00 EX

### GEARBOXES (MANUAL) RECONDITIONED

STAG	LESS O/D	£293.75 EX
	INC O/D	£464.13 EX
TR4/5/6 from	LESS O/D	£293.75 EX
	INC O/D	£464.13 EX
TR7/8	4 SPEED	£205.63 EX
	5 SPEED	£346.63 EX
SPITFIRE/GT6	LESS O/D	£210.00 EX
HERALD/VITESSE	INC O/D	£398.32 EX
SPRINT/1850	LESS O/D	£198.57 EX
	INC O/D	£346.62 EX
DOLOMITE/1500/1300	LESS O/D	£210.00 EX
	INC O/D	£398.32 EX
2500/2000	LESS O/D	£198.57 EX
	INC O/D	£346.62 EX
SD1	5 SPEED	£405.37 EX

### RUBBER SEALS

STAG	W/SCREEN	DOOR AP.	BOOTLID
TR4/5/6	£29.37	£21.09	£14.69
TR4/5/6	£23.44	£17.57	£14.69
TR7/8	£27.30	£22.91	£14.69
SPITFIRE	£23.44	£17.57	£14.69
GT6	£23.44	£21.09	£15.21
HERALD/VIT	£23.44	£23.50	£14.69
DOLOMITE	£35.19	£20.56	N/A
2500/2000	£28.79	£15.86	£14.10
SD1	£27.30	£28.82	£38.19

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SPITFIRE	£94.00
GT6	£111.63
HERALD/VITESSE	£93.94
DOLOMITE	£123.38
2500/2000	£105.69
SD1	£135.12

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STAG	£934.12 EX
TR4A/5/6	£440.62
TR7	£464.12
SPITFIRE	£293.75

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TR4 (STD)	£116.91
(SPORT)	£105.16
TR4A (STD)	£167.44
(SPORT)	£112.21
TR250 (STD)	£155.69
TR5/6 (STD)	£151.57
(SPORT - TWIN)	£179.19
(SPORT - SINGLE INC MANIFOLD)	£352.50
TR7 (STD)	£139.83
(SPORT)	£145.11
TR8 (TWIN)	From £176.25
(L/BORE)	£182.12
SPITFIRE	£135.12
GT6	£170.37
HERALD	£105.75
VITESSE	From £129.25
SPRINT (STD)	£264.37
(SPORT) LESS D/PIPE	£152.69

1850 DOLOMITE	From £176.19
1500 DOLOMITE	£193.87
1300 DOLOMITE	£186.82
2500	£198.57
2000	From £164.50
SD1 2000	From £222.08
SD1 23/2600	From £222.08
SD1 3500	From £381.88
SD1 V8 SPORTS	From £250.00

### TUBULAR MANIFOLDS

STAG (PAIR)	£323.12
TR4/4A	£205.62
TR5/6	£186.82
TR7 8 VALVE	£146.87
16 VALVE	£170.37
TR8 (PAIR)	£252.62
SPITFIRE	£135.12
GT6	£193.87
2000/2500	£205.62
SD1 (V8/PAIR)	£293.75

### HOODS

Prices listed are for black - other colours available.

	PVC ECONOMY	PVC LUX	PVC ORIG	CANVAS	MOHAIR
STAG	-	-	-	£182.13	£264.38
TR4	-	£146.88	-	£175.49	£257.18
TR4A	-	£157.27	-	£216.63	£296.51
TR5/6	-	£117.44	£170.38	£187.59	£264.73
TR7/8	-	£135.13	£193.88	£176.25	£258.50
SPITFIRE	£99.82	£123.32	£164.44	£158.57	£234.94
HERALD/VIT	£111.95	£131.92	-	£175.49	£257.18

### BODYWORK/BUMPERS

	F/WING	R/WING	D/SKIN	SILL	BONNET	BOOTLID	F/BUMPER	R/BUMPER
STAG	£152.69	£440.00	FROM £49.94	£76.38	POA	£252.62	£276.12	£293.69
TR4/4A/5	£305.50	£276.13	£64.62	FROM £22.32	POA	£287.88	£66.56	£198.93
TR6	£164.50	£164.50	£58.70	FROM £22.32	£293.75	£193.88	£209.15	£199.63
TR7/8	£143.64	£205.62	£76.37	FROM £13.94	£111.62	£135.12	3 PIECES FROM £76.38	3 PIECES FROM £81.08
SPITFIRE	£52.88	£88.13	£29.37	FROM £23.44	£581.62	£176.19	POA	POA
GT6 (Mk3)	£52.88	£88.13	£29.37	FROM £23.44	£616.88	POA	POA	POA
HERALD	£82.19	£84.60	£58.69	£23.44	NLA	POA	£111.62	£111.62
VITESSE	£93.94	£84.60	£58.69	£23.44	NLA	POA	£111.62	£111.62
DOLOMITE	POA	£217.38	£73.22	£16.20	£111.62	£111.62	£193.88	£116.33
2500/2000	£376.00	POA	£64.62	FROM £22.40	£155.82	£117.50	£193.88	3 PIECES FROM £168.74
SD1	£46.94	FROM £58.75	FROM £99.95	£35.25	£94.00	£146.88	FROM £70.44	FROM £70.44

### WIRE WHEEL KITS

	CHROME	PAINTED
STAG	£969.38	£699.13
TR4/4A	£851.88	£616.88
TR5/6	£969.38	£646.25
TR7	£881.25	-
SPITFIRE/GT6/HERALD/VITESSE	£821.33	£616.88

### ALLOY WHEELS (NEW FACTORY)

STAG	£81.08
TR7/8	£76.38
SPRINT (RECON)	£48.41
2500	£81.08
SD1 (VITESSE)	£88.12

### TR7 & TR8 PERFORMANCE

UPDATED BRAKE KITS	From £264.38
BODY KITS FROM	From £205.63
HARD BUSH KITS	From £67.56

### KENLOWE FAN KITS

ALL MODELS (EXC. HERALD)	£90.42
HERALD	£102.80

### BRAKES/SUSPENSION

	DISCS	PADS	R/SHOES	FRONT SHOCK ABSORBERS STD	FRONT SHOCK ABSORBERS SPAX	FRONT SHOCK ABSORBERS KONI	REAR SHOCK ABSORBERS STD	REAR SHOCK ABSORBERS SPAX	REAR SHOCK ABSORBERS KONI	FRONT SPRING STD	FRONT SPRING H/DUTY	REAR SPRING STD	REAR SPRING H/DUTY
STAG	£35.25	£15.00	£18.80	£34.66	£46.15	£67.56	£21.09	£51.50	£49.94	£20.56	-	£20.56	-
TR4/4A/5	FROM £17.62	FROM £12.87	FROM £17.62	FROM £17.57	£49.11	£51.67	EX (PKT KIT) £17.55	EX (PKT KIT) £115.00	-	£17.04	£20.56	FROM £18.21	£20.56
	£17.62	£12.87	£17.62	£17.57	£49.11	£51.67	EX (PKT KIT) £18.21	EX (PKT KIT) £115.00	-	£17.04	£20.56	£18.21	£20.56
TR7	£17.57	£10.52	£9.34	£29.32	£42.78	£64.62	£21.09	£49.23	£47.00	£15.86	£17.62	£15.86	£17.62
TR8	£49.94	£15.00	£14.68	£29.32	£42.78	£64.62	£21.09	£49.23	£47.00	£15.86	£17.62	£15.86	£17.62
SPITFIRE/HERALD	£15.22	£10.52	£15.86	£23.44	£51.77	£57.49	£20.56	£45.08	£51.44	£17.04	£22.27	FROM £76.37	-
GT6/VITESSE	£17.04	£12.87	£20.56	£23.44	£51.77	£57.49	£20.56	£45.08	£51.44	£17.04	£23.44	FROM £80.12	-
DOLOMITE	£25.35	£11.69	£15.86	£19.92	£54.44	£66.56	£19.92	£52.20	£61.69	£19.39	£25.26	£19.45	£25.92
2500/2000	£45.07	£15.00	£14.68	£34.66	£46.15	£67.56	£21.09	£51.50	£49.94	£23.44	-	£19.39	-
SD1	£34.02	£15.00	£19.92	£35.19	£85.99	£82.25	£23.50	£63.88	£73.44	£23.50	£29.37	£22.27	£29.37

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### WATER PUMPS

STAG/TR7/SPRINT/1850	12 VANE	£117.44
	6 VANE	£129.19
	REPAIR KIT	£20.56
TR4/4A		£46.94
TR5/6/VITESSE/HERALD		£46.41
GT6/2500		£46.94
SPITFIRE/DOLOMITE/1300/1500		From £36.25
SD1		From £23.50

### DIFFS/AXLES RECONDITIONED

STAG	From £299.00 EX
TR4/4A/5/6	From £299.00 EX
TR7 4 SPEED	From £203.42 EX
5 SPEED	From £240.00 EX
TR8	From £289.00 EX
SPITFIRE/GT6	From £265.00 EX
HERALD/VITESSE	From £265.00 EX
SPRINT	From £265.00 EX
1850/1500/1300	From £203.42 EX
2500/2000	From £265.00 EX
SD1	From £265.00 EX

### SEAT BELT KITS INERTIA

STAG	Pair	£73.44
TR4/5/6	Each	£37.01
TR7 FHC	Each	£29.27
DHC	Each	£35.25
SPITFIRE/GT6	Each	£37.01
HERALD/VITESSE	Each	£38.62
DOLOMITE	Each	£37.01
2500/2000	Each	£37.01
SD1	Each	£37.01

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## ● NORTH LONDON Cont

eventually blowing its top hose, one car put sideways into a tyre wall, and Fred managing a grand total of one lap - that was a number one day!

And we had an eventful trip to Le Mans - more overheating problems (strangely, this was the same car that overheated at Castle Combe), one blown engine, and several 6-inch nails because we arrived too late to find a camping spot which was soft enough for our tent pegs! Oh yes, and there was a race in there somewhere, too.

Throughout this, two things have been constant. Of course, there's our ability to make a complete mess of everything we do. But there's also a sense of fun, a determination to enjoy ourselves, and an exuberance which is contagious - as we proved at Stafford when we managed to drum up some It's A Knockout support, and even a bit of participation, from Suzie and Per! And I'm sure it will be the same exuberance which will dominate our Christmas Dinner, being held just a few days from the time of writing - I know there will be a full report on this in next month's Courier.

This is also the time of year for planning our next visit to Le Mans - both in terms of preparing cars, and booking tickets. Philip is confident the 2.5 litre's overheating problems will be a thing of the past by June - but we'll have to wait and see if the rest of the car is actually in one piece by then. I know the internals of the overdrive are currently scattered around the garage. Colin and Mike are still trying to figure out which of their cars they should attempt to piece together. And we're hoping to get away with just 4-inch nails for tent pegs this year. By the time you read this, most of the bookings will have been made - but if you want to join us, give me (07990 562093) or Philip (01727 823862) a call and we'll see what we can do. And if it's anything like last year, you should also buy some shares in a well known sun-tan lotion company of your choice!

And finally, the North London AGM will take place on **Monday 8th January**, 9.00pm, at the Cock and Dragon pub in Cockfosters - call Philip for more details. For anyone who hasn't had the pleasure of attending one of our AGMs in the past, the usual agenda is that Philip will tell us he doesn't want to be Area Organiser any more, then we all vote him back in anyway. He then agrees, but only on condition that everyone else does all the organising. Hmm.

Well, here's to 2001 - may it be as eventful as last year!

Dean

## NORTH LONDON . . . MANCHESTER NEWBURY . . . NORFOLK

### ● MANCHESTER

Sorry we forgot to mention our bonfire night party in the last Area News, but the deadline, as ever, was upon us. 15 of us enjoyed our fireworks, food and bonfire. Thanks to everyone who came and contributed to the evening with drinks or fireworks. I'm sure you must have to apply for a license or at least inform air traffic control to let off some of the fireworks you can buy these days. Still we all enjoyed ourselves and we'll no doubt do it again next year. Our Christmas meal will have been when you read this but hopefully not the January meeting, so come and start the new year off at the Axe & Cleaver for a chat and a social drink on **Tues. 2nd Jan**, and forget about the hangover. Welcome to Norman and Barbara who came to our (quiet) December meeting. Norman has just finished renovating a Mk1 damson Vitesse and he'll show us the photographic evidence - or hopefully, the car itself - at the next meeting. We'll have to try and organise another winter weekend as the last few years - probably Yorkshire or Cumbria so we'll keep you posted as they are popular. This will probably be in March. Which reminds us - as no-one else has offered their services, we will carry on as Area Organisers. We were going to give up at the end of this year but we couldn't see a future for the Area so we'll keep going for the foreseeable future. That's enough waffling. The next meeting in **February** is on **Tues. 6th** at our usual venue. Best wishes to whoever reads this for 2001. See you soon.

Debbie and Tony

### ● NEWBURY

Hi folks and the start of another New Year. Hope you all had a good time over Christmas and had some useful presents. As the news had to be in by the 6th December the Area Christmas Dinner will appear in February's Area News (a bit like fish and chips in yesterday's newspaper).

If you are a local member and you have not been to your Area meet then please come along. You will receive a warm welcome from us all. You will find good food and friendly company.

Sunday Pub Lunch Mystery Drive. We all met up on the outskirts of Kingsclere and the weather could not have been better as it was the only bright sunny Sunday in two months. We set off - Spits with their hoods down and our Vitesse with roof open. After a very pleasant drive over the Hampshire Downs, shades of the I.O.V., we finally came to our destination The Wyne at Hannington. The puddings were the highlight of the meal, as Colin will testify.

Sandown Park. Most of the gang were there searching for parts. Eddy and Gail buying carpets for their Herald and Bob buying an anti-roll bar for his Vitesse. Dennis and Nigel looking for Spit and GT6 parts. Colin glued his wallet up and as a result spent the least of us all. In fact he spent more on the hot chocolate drinks than he did on spares. We bought a lower

compression head for the Gtfire as it is very difficult to run the engine on 97/8 octane petrol. Another project in the offing. Bumped into a few people we had met at the Triumph world picnic, including Matthew and his cousin. Nice to see you again.

Skittles We will be playing skittles against the MG Owners Club at the George and Horn pub in Kingsclere on **Thursday 11th January** at 7.30 p.m. so there will be no meeting at the Spotted Dog on Wednesday 10th January. As this has not been 100% confirmed please ring us beforehand if we don't see you at a previous meeting. At the skittles match there will be no remarks about skips, we have said all that there is to say to Sean! Talking of Sean I hope he is not thinking of playing for both sides seeing as he has both breeds of car. By the way there could be a New Year's resolution for Bob in all of this, i.e. do not mention skips.

Good coverage for the Area in the Triumph World magazine. Dave and Dennis have the centrefold (watch out for the staple!) but if you look hard you can see Sandy and Mary (twice).

We are looking at Area events for the coming season and if you have any ideas please let us know. Let's look forward to those hot sunny days to come. We are already thinking about Sean and Diane's trip to Haynes Motor museum combined with a camping night, in conjunction with the Test Valley Area. This will be soon after Easter.

Finally no problems to report with the LRP. Both Vitesse and Herald are running ok.

Next meets: **THURSDAY 11th JANUARY** AT THE GEORGE AND HORN AT KINGSCLERE 7.30 pm for Skittles against the MG Club and **Wednesday 24th January** at the Spotted Dog, Cold Ash.

See you all at the next meeting. Keep 'em flying.

Dave and Mary R.

e-mail address:  
dave.rumens@btinternet.com..

### ● NORFOLK

Let me start on behalf of the Norfolk Area to wish everyone a Happy and Dry New Year with plenty of topless driving in 2001.

Not much to report this month as very little has been happening and the Club has not been involved in any events. In spite of the weather 28 members turned up to our meeting last evening for the presentation of the cheque to East Anglia's Children's Hospices and Colin's Christmas Quiz. Well done Colin, I think it would have been easier to become a Millionaire, nevertheless with a very creditable score the winner was Graham Stodday. Hope you enjoyed the wine. Something I forgot to do in spite of being reminded was to say well done to Matt Medler whose Spitfire appears on the front cover of December's Courier. A wonderful photograph with Skidaw in the background. It was decided that the final decision regarding our Christmas get-together will be taken at our next meeting on **January 8th**. On offer is a night out Ten Pin Bowling with a basket

## NORTH EAST . . . OXFORD SCOTLAND CENTRAL WEST

meal provided, if accepted names must be given to David James with deposit that night.

Future Events:

**January 7th.** Restoration Show.

Norfolk Showground

**January 8th.** Club Meeting.

Norwich Aviation Centre

Good grief a dry spell, it hasn't rained for at least five hours. All the best,

Joe and Sue

### ● NORTH EAST

Hello, I hope all enjoyed the recent festivities and your cars got the gifts they deserved.

First thing this month is congratulations to Bill Meson who completed the Round Britain run in a Herald. Only one error in 2000 miles and 'Days of Thunder' tales of the drive down the M74 with a fellow competitor in a Herald estate. **WELL DONE!** Myself and Barb along with Gavin and Claire made the trip down to North Yorks for the Thirsk Shoebox run. A good day out considering the weather just previous to the run. Much water around the run and many extremely scruffy cars after the trip. Highlights, twenty-odd cars doing a u-turn in Thirsk after navigational errors in the lead car, 10 minute lay-up in the middle of nowhere as no-one knew where we were, or where the collection depot was. Still we did the lot topless.

Thanks for the invite Paul. The December meet was well attended. Mild weather (early on) saw seven Club cars outside, and thirteen enthusiasts inside. We have a first meeting welcome to Mark Ramsey. Mark owns a pre-'65 Herald based Spartan. He is looking out for a 1300/1500 engine and gearbox to replace the 1200 that is currently fitted to give the car a bit more oomph in today's traffic conditions and on hills. Do all Spartans go very light at the front end when the speed reaches 55mph plus? If you can help on either matter please get in touch.

Peter had a pair of K&Ns for GT6 strombergs for sale and a nice shiny copper pipe set for connecting same carbs together. Not sold at the meeting so they may still be available. No comical or tragic car stories this month although Ian has a new look on his front end, a stubbly beard and broken tooth after behaving like a child and crashing a mountain bike whilst jumping off ramps. Alcohol fuel is okay for dragsters but not cyclists.

Bill booked for three cars and six people to go across to Le Mans in June. There is definitely a seat going spare at the moment and one of the cars may not attend at all so there would be a space available. Travel from the North East on **Thur 14th June**, overnight ferry from Portsmouth to Le Havre, camping at the red campsite (next to the circuit entrance) and return on Monday ferry. Cost is £150 per person, this includes ferry and campsite. Get in touch if you would like to go. It will be first deposit first go. Next Meetings - **Jan 7th 2001, Feb 4th 2001**

8:30pm Travellers Rest, Witton Gilbert. Looking forward to next year this is what we would like to happen:-

**Jan** - Bowling trip

**Mar 25** - provisional first run

**Apr** - Go karting

**June** - The Lakes Weekend

**June** - All Triumph day at Beamish, planning well under way, any Triumph welcome

**Aug** - Beamish Camping weekend

**Aug** - Burnhope Vehicle rally

**Sept** - N Yorks Camping

**Sept** - Kite flying at Holy Island. More will probably added later and dates will be confirmed as soon as possible.

**TOTM** Take a map whenever in Yorkshire.

Happy motoring

Mark

### ● OXFORD

Hello everyone, Happy New Year! I hope that Santa brought you all the spares you wanted! Our stable is about to increase to 11 for a short while. I'm replacing the modern thing with a much more sensible mode of transport - a Mk1 Triumph 2000! Not quite a Club car but is does have enough room for all the baby junk.

Sandown Park show was a bit smaller than previous years and if you weren't careful you ended up in amongst a load of Minis. Still we managed to buy some panels (no surprise to those of you familiar with Bill's addiction to bodywork). And once again lived up to the title 'Area Disorganiser' by arranging a Herald Mailing List meeting in 'the Bar'. There's at least five bars in Sandown Park and we couldn't find one that was open. Apparently Dave and Mary found the open Bar, and so didn't find us until much later. Jon managed to beat us to the title of youngest Oxford Area member attending by bringing his two month old daughter Isobel along.

We welcomed another new Oxford Area member at The White Hart in November, Chris has a tidy 13/60 Estate. I'm not sure of the colour (it was dark!) but it is obviously loved. John had the pictures to prove that you can get a Herald chassis with full running gear on a Sherpa pick-up. Carol phoned us in a state of excitement last week to tell me what she had got for Christmas - a Bentley S11 I know it's not a Club car but she did have to move the legendary Spitfire to find garage space for her new toy. Apparently the Spit moved freely and even has still got air in the tyres - it'll be on the road next!!

Mark is still looking for a buyer for his Spitfire, if we don't look out it will have a fate worse than... (Andy is interested!) and does anyone want a tidy and CHEAP Dolomite 1500. Andy can provide contact details for Mark and our number is in the back of the Courier (Herald 948 and 1200 Register) for the Dolomite.

Finally dates for your diary:-

**Thursday 11 January** - Skittles Newbury Area vs MG Club at Kingsclere - details from Dave and Mary Rumens

**Monday 15 January** - The White Hart at Fyfield

**Sunday 21 January** - Test Valley



Sunday Lunch mystery tour, starting from Bullington Cross Inn - details from Bob McDay

See you there!

Karen

### ● SCOT CENT WEST

As stated last month, our December meeting started with a short business meeting which saw me re-elected as Area Organiser for another year. I say re-elected but basically no one else stood! At least we didn't have to wait more than a month for recounts!

Business over we moved onto a short 'Tour of Scotland' quiz - first time I've actually 'heard' the meeting silent as everyone put on their thinking hats.

In a nut shell, the clues were meant to take you round various town and villages in Scotland in a fairly logical manner - not that everyone read the instructions ... I'd tried not to make it too abstruse but some of the questions stumped everyone the best score being 25 out of a possible 28. Would you believe that the circular tour of Scotland came to just over 1200 miles? No? Nor did I when I worked it out but that's what my route planning software made it. (Full route available for the sceptics!) No one else believed it either or at least no one else close - most answers being well under the 1000 mark. However I hate to think what the mileage would come out at if some of the 'alternatives' were plotted up!

Congratulations to Iain D who emerged triumphant (pun intended) at the end and to Steve who came a close second on 22. Well done to everyone who took part. I hope you enjoyed it!

Our tour quiz started and ended at the Royal Scottish Automobile Club in Blythswood Square, Glasgow which links me neatly to the next subject. By the time you read this, the 2001 edition of the Scottish Vintage Vehicle Federation Yearbook will be imminent (for the few of you who don't know this lists all the car shows autojumbles etc. to be held in Scotland over the next year).

As this is available from the RSAC and as I work only a block away I am willing to collect copies for anyone to collect from me at the February meeting (assuming it to be published in time). Please ring or e-mail (jim@caley.com) if you wish me to get you a copy - I won't get any extras.

No car news this month so I'll see you all at the Garfield on the 4th of January as usual. In the meantime I hope you had a good festive season.

Yours aye

Jim





## SCOTLAND LOTHIAN . . . SOUTHERN STAFFORDSHIRE . . . SURREY

### SCOT LOTHIAN

Happy New Year 'Courier' readers and welcome to 2001. Hope everyone had a good time over the festive season.

There have been no other nominations (or objections to my re-election), therefore, I am still your Area Organiser for another term. Thanks to everybody who helped and supported me and came along to Club meetings and rallies etc. during last year.

This year to look forward to is a Treasure Hunt at Easter, an informal Area Rally probably at the Fairmile Inn (big car park) and, of course, Club stands at Mellerstain, Dalmeny house, Dalkeith Country Park, the Doune Classic Weekend Show and Selkirk. All of these shows are subject to confirmation, of course, so watch out for the Scottish Vintage Vehicle Federation Yearbook. This is 'The Bible' for classic and vintage show goers in Scotland is due out in February. Many of you will receive your own copy by post. I will give you details of alternative sources when I know them. If anyone has any suggestions about other fun events give me a call or come along and chat about it at the Club meetings: First Wednesday, 7.30 pm at third Sunday 12.30 at the Fairmile Inn, Biggar Road, Edinburgh (just off the by-pass at the Biggar/Carlisle turn-off. See you there.

Jan

### SOUTHERN



Welcome to the start of a new year. We finished the old one off well locally with a good evening at Bramdean with 'old' faces and 'new'. I hope we'll be seeing Jeff and Lynn again with their recent purchase of a GT6, maybe sometime when it's not quite so wet or cold so we can all admire it properly. We were even far enough north to be joined by Bob from Test Valley and Dave from Newbury and to talk about the possibility of finding other venues in the coming year where we can all meet up again.

We were looked after admirably at the

White Horse in Droxford for our 'early' Christmas beanfeast. Paul's nimble accountancy soon dealt with the thorny question of 'who owes what'. He didn't even need to take off his shoes to count on his toes as had been suggested by the waitress, but was strongly opposed by everyone else present! Many thanks to Barry for his gift of several bottles of vino in celebration of his birthday.

Now, maybe we could make that the start of a tradition???

We'll be reconvening for the new year on **Tuesday 2nd of January** at The White Horse at Droxford and our roaming Thursday meet this month will be on **Thursday 18th January** at the White Lion in Soberton.

I hope you'll forgive my mentioning that I've had rather a difficult time lately as my dad died last week (at the end of November). Although he'd been wheelchair bound for some years, his death was unexpected and quite sudden. I would like to take the opportunity here of saying that he's always been very supportive of me with the trials and tribulations I've experienced over the last few years with Baby Blue. He's helped me with advice, mechanical instruction and also financially at times. Perhaps being a one-time Triumph owner helped him to stifle any misgivings he may have had over my choices. He was a very gentle, caring, and generous man and I'll miss him very much.

Suzie

email: spitfires@bigfoot.com

### STAFFORDSHIRE

Depending when this arrives, it's either Happy Christmas or Happy New Year, (or Happy Easter with our postman). Nearly got caught out by the early deadline but fortunately Stuart's Courier arrived in time to note the early date. However as this was sent prior to December's meet, there's not a lot to say.

We have a date set for the annual karting challenge against Derwent Valley, which is the evening of **Saturday 17th February**. Stuart is sorting this out again and wants numbers and deposits as soon as possible, so come prepared at January's meet. This will be held at the usual place, Fast Lane in Stoke, and if we can get enough people, are hoping to run a Super Prix, which means far more races each, and only costs an extra fiver (£30 per person). After, we will be going back to the Lakeside where Stu has negotiated a special price on the real ale, £1.30 a pint, and also arranged a bite to eat. Looking forward to it already. Don't forget what the highway code says, Mirror-Signal-Ram Derwent Valley off the track!

Terrible news about somebody breaking into Staffs Area HQ and taking all of next years write-ups. Therefore, somebody out there already knows that we won the karting again, the Mexican in Stone banned us from ever returning, we all purchased lots of junk at Stoneleigh, Stu's AmphiMoss still didn't float at Brean, it rained on the Peak Run just at about the same time as Don got everybody lost, Masons car was finally completed, Amanda let me build a

racing Spit, Rich continued his quest to widen the North South divide, Bev let Stu race her Spit, Staffs got drunk at nearly all (ok, all) events, Staffs nearly lost the clay pigeon shoot, the Area gazebo finally burnt down, Dawn found the rustiest car in the world to restore, Stuart actually found his way to somewhere, Barbara managed to reverse the trailer, Ian and Cathy tried 'it', Tony still tried to convince everybody that "it's not the head gasket", but worst of all some low life stole Fabrice's spot lights!

Or maybe not!  
See you all on the **3rd Jan.**

Simon

### SURREY

A Happy New Year to you all. Hope you all had a good Christmas and got all the tools and car parts (or cars if you were really lucky) that you asked Father Christmas for. First things first we have been denied a stand at the London Classic Motor Show at Alexandra Palace. I have no idea why this is so as The Triumph Sports Six Club is one of the biggest car clubs in the world and our stand last year was such a success. Never mind as they probably now won't get any free advertising from the Club. Dates to put in your diary for this year are:

South of England Meeting -  
**12 and 13th May**  
Isle of Wight Camping Weekend -  
**26, 27 & 28th May**  
Bromley Pageant - **24th June (I think)**  
International Stafford **14 and 15th July**  
Lingfield Steam Rally  
(Gatwick Area) - **4 and 5th August**  
Woking Classic Car Show -  
**27th August**

At the end of November the Triumph Show and Spares day at Sandown Park was great but space was a bit limited with it being combined with the Mini Show. I'm sure this increased the number of people they go though the gates but diluted the show a bit. So there were not many stands of cars to look at, which I found a great disappointment. There were a lot of Triumphs in the car park though and Ian had quite a lot of interest from TR owners as he has acquired himself possible one of only 20 original right hand drive TR8's sold. He thinks it's a prototype car and is looking into it with the TR register. Even if it is only a converted TR7 it's a good buy at £1500.

Leon had a narrow escape after a truck hit his car up the back on the motorway sending him spinning into the central reservation. He wasn't hurt and even though it was annoying he wasn't driving the Vitesse at the time otherwise I think there may have been a very scared truck driver. My Spitfire is still in the garage with no insurance and starting to need some body work repairs, but not bad after at least 10 years since the rebuild and spending most of it's life out in the rain. Paul and Jane have moved into their new flat and Paul's GT6 has not got a nice warm garage to rest in. Although Jane would like her Mazda to have a share I think the GT6 might win.

Meeting this month **24th January**

Karen

## SUSSEX . . . TESTVALLEY THAMES

### SUSSEX

Happy New Year to you all I hope the Christmas and New Year celebrations were a success for everybody.

Let's hope that 2001 brings a better year weather-wise for us. The last meeting of the year was well attended as was the Christmas Dinner which I think everybody enjoyed.

The year ahead will offer lots of shows for our Club cars. I, of course, will keep you posted on all Club events that our Area will have an interest in. I would like to encourage each of you to let me know of any news you feel ought to be printed in The Courier, after all it is your newsletter. You can ring me on 01323 831548 or e-mail me at Ginoswan@aol.com

Remember that future meetings are now to be held at The Green Man, Lewes road, Ringmer, East Sussex, on the **1st Wednesday** of the month at 8.00pm New venue different Area so no excuses come and say hello.

So I think that is that for now, drive carefully and see you soon.

Nick

### TEST VALLEY

I hope you all had a Merry Christmas and Santa brought all you wished for. I don't remember saying anything about the mother-in-law but she still turned up for six days - good excuse to stay in the garage and do some much-needed work on the car.

November again was a busy month - you would think with the event season over we wouldn't be so. Anyway, first of all on the 11th we met up with the Newbury Area for a Sunday Run and guess what? The weather was perfect for a change; all convertibles (except one!) had roofs down. Even the Hampshire police had to stand back in awe as we passed by, led by MkII Vitesse Saloon giving it plenty on those winding country lanes. Then stop for dinner; good grub and good beer. What else can you ask for on a lazy Sunday afternoon?

Thursday evening Dave and myself made our way down to Bramdean to meet up with the Southern Area on their roving Club night. Excellent, well attended night and thanks for making us welcome.

November 26 saw several of us meet up at Fleet services on the M3. Sorry to Anthony and Rachel for being late - put that one down to Colin keeping an eye on the weather and not sure of hood up or hood down! Had a nice journey up the M3 and M25 - have found a way around that variable speed limit - use the hard shoulder! Well, it did say left hand lane for the A3. Heard various comments about Sandown but I managed to get everything on my list except one, so it can't be that bad. If we had to share it with someone rather the Mini Gang than that lot from Abingdon!

December 5th Club Night/AGM at the Bullington Cross Inn. Very well attended meeting lots of differing views/suggestions/ideas, well last month's newsletter did mention the words, "come along and

have your say" and I'm glad to see that you did, all things noted thanks to everyone for the input and the backing. Guy is stepping down as joint AO due to commitments with his Bond Equipe Register in The Courier and possibilities of another task coming his way but have been assured he will still be very involved in his 'local' Area. David has kindly volunteered to take over the role as Treasurer and the bad news is I am still your scrabe/AO for another year - well, you can't have it all ways can you?!

Some forthcoming events that were discussed:

**Tues Jan 2nd** - Club Night at The Bullington Cross Inn, Junc A303/A34, 7.30 onwards. Get out of the house, get rid of that New Year hangover and come out for the evening.

**Thurs Jan 11th** - Skittles match with the Newbury Area (possibly three-way against the MGOAC at the George and Horn in Kingsclere (best behaviour has been promised). Phone myself (number at bottom of this report) or Dave/Mary Newbury AO with names/numbers or for more details.

**Sun Jan 21st Sunday Pub/Dinner** Run starting at the Bullington Cross Inn at 11.00 am. Numbers required/details see me at Club night or contact me on the telephone number below.

The Games Night with the GT40 Group is still on, we are down to two possibilities now: **Tues Feb 20th or Tues Feb 27th**. The landlord had kindly offered to put a buffet on and depending on numbers it will be about £3.00 - £3.50 per person.

Due to the Lo.W. Weekend being put to the Bank Holiday at the end of May, we now have an opening for our little jaunt down to somewhere in Somerset; still have three sites to choose from. Final details should appear soon.

Well, I think that just about does it for this month. Again, hope you all had a good Christmas and New Year and didn't over-indulge in anything too serious. Meetings are held at The Bullington Cross Inn at the Junc of A34/A303 on the first **Tuesday** of every month 7.30 pm onwards. All are welcome. For more details/information, contact Bob McDay on 01256 410192 or e-mail at bobmcd@ntlworld.com

Take care and drive carefully.

Bob

### THAMES

Apparently it's been the wettest autumn since 1826. That means that 1825 must have been really bad! Anyone remember it? This is probably why we haven't had many Triumphs at meetings recently and everyone has been bringing their Eurobuxes. Thought we might have seen the odd Amphicar though.

Being next to a major river, very few Thames members seem to have had flood problems, which is good news. Dick and Dawn have been watching a hole in the road as a barometer of water height, but we have remained fairly dry so far. Derek and Carolyn also managed to move house.

So what have we been up to? Mike and Ray, our very own pyromaniacs (Guy Fawkes would have been proud of them)

set off all of our fireworks in November. George brought some real big ones which were very spectacular, Mike let off anything he could get his hands on and Ray made sure that all the rockets made it out past the M25. All in all another very nice evening; other pub regulars also came out to watch.

You have voted me in as your Area Organiser again (I don't think anyone else is too interested in the job) which means my record of being the longest serving AO is still climbing. There will be some changes next year though. Everyone has agreed to organise one event each month and write a report, so you will see some new faces in print, with (hopefully) different slants on each month. This starts in January where Mike has put a quiz together. So come on down, have some fun and see what you can win!!!

I've had quite a few new members ringing me recently for advice and it's great to hear from you all, but when are we going to see some of you. You don't have to have an anorak to come to meetings, in fact, we all leave ours at home. We are very sociable and only talk cars when someone wants some info. If you need help putting your car back together again after fixing those problems, you need recommendations for companies to work on your car, or even more importantly lists of places to avoid, then we can usually help. Some of us are quite technically minded and it's surprising what we jointly know. Don't forget also, that we run an Area Tool Hire Scheme. The cheapest way on the planet to get specialist tools that you only use once in a lifetime. With a returnable deposit and £5 a fortnight hiring we can help you with your winter rebuild.

We'll soon be planning this summers events, so if you fancy a run out somewhere come and tell us, we'll make the journey more fun and you won't have to travel on your own - some of us can even read maps!

I hope that you all had a lovely Christmas, not too much Turkey and are now fit for the New Millennium. So here are some dates for your diary:-

**Thursday 11** Social at the Swan Inn, Moor Lane, Staines **Thursday 25** Quiz at the Swan Inn, Moor Lane, Staines

**February:**  
**Thursday 1** Social at the Swan Inn, Moor Lane, Staines

**Sunday 11** International Triumph Show and Spares Day, NAC, Stoneleigh  
See you all at the meetings.

Tracy

**IMPORTANT NOTE**  
Reports can be e mailed by the 10th  
courier@the-studio.demon.co.uk





## STH WALES . . . STH WEST WALES . . . WEST MIDLANDS WIRRAL . . . WORCESTER . . . SOUTH YORKS

**Sun 18th** - Meet. Lunch at Torbay Inn -  
A483 Ffairfach, 12.30 pm.

**March**  
**Tues 6th** - Club night, The Gwyn,  
Pontardulais.

**Sun 18th** - Meet, TBC.  
See you next month.

*Ken*

### WEST MIDLANDS

Hi everyone, Happy New Year let's hope this year will be as encouraging as the last. Novembers meeting saw a visit from the Institute of Advance Motorists, two of their members came to talk to us about the advantages of safer, responsible driving, very appropriate for this time of year. Although many Areas were invited to join us it was just mostly our usual happy band.

So what lies ahead for the West Mids Area, well to a certain degree that depends on you, let's have some ideas on things to do not only at Club nights but throughout the coming year. January's meeting will include a quiz night, questions by yours truly, be there or be square.

*Chris*

### WIRRAL

Hi everyone! Not much to report this month, so I will start by wishing you all a very Happy New Year and I hope you all had a very good Christmas, not too many hang-overs I hope.

There are a couple of changes in the way the Area operates which I will tell you about: Firstly, the Club meeting night has been changed to the first Tuesday of the month at the new venue of the Cottage Loaf at Thurstaston. This change is effective immediately and coincides with the monthly Triumph Association meetings. Secondly, due to college commitments, Sam has taken a back seat in the running of the Area. I will continue as AO and Ray and I will share the monthly write-ups.

The only other thing to mention is the Christmas Dinner, which by the time you read this should have been organised and will probably be taking place around 13th January.

Take care,

*Andy*

### WORCESTER

First, on behalf of the Worcester group, may I wish everyone a very happy Christmas and New year and let 2001 be the year when all those long term projects finally make it back to the road (hopefully including my daughter's Spitfire). On Sunday 19th November, members of the Worcester, Gloucester and South Wales Areas joined together on a trip to the TSSC headquarters, where they were welcomed with hot drinks. Time was spent in the retail shop buying Christmas presents and spares, some novelty items were given for free to be used as prizes in group raffles. An excellent buffet lunch was then provided, followed by a guided tour of the buildings, offices and cars. The staff

answered members questions after which Barry (Gloucester AO) thanked the TSSC on behalf of the members for a very enjoyable visit. Monday the 4th December saw us once more at the Honey Bee for the monthly meeting and AGM. There was a very good turnout of around 30 members despite my announcing the AGM in advance (we have more confidence in our members than Neil does in South Wales - sorry Neil). Ian was unanimously voted back as AO, the lack of other volunteers had nothing to do with this, Ian has been doing an excellent job. The members that helped Ian with running the group all agreed to continue in their roles.

Ian and Barry, who was AO at the start of the year before defecting to Gloucester, thanked all the members that helped with the running of the group, especially Shirley who has the onerous job of keeping the finances and books under control. The business side over, Shirley produced mince pies and cakes to lend a festive touch to the proceedings. Next months meeting will again be at the Honey Bee and will be on New Years day, we look forward to seeing as many as possible then. A new location will be used from February onwards, possible venues are being investigated. My apologies, last month I wrote that the annual dinner would be on the 1st March next year, in fact it is the 1st Saturday in March which is the 3rd March. The venue is to be confirmed, the Honey Bee has been proposed. Now some words from our re-elected AO. First, Ian would like to wish everyone a Merry Christmas. He also has some ideas for events for 2001: 1) A Treasure hunt, 2) Skittles vs the Morris Minor Club (or other similar group), 3) A camping weekend in Wales, 4) Possibly a trip to Holland (Mike and Richard are keen on this) and 5) A Trip to Coventry motor museum.

If anyone has any other suggestions or comments on Ian's list then please let the group know, this is your group and we need your feedback.

**1st January.** Monthly meeting.  
The Honey Bee, Dover Dale. Off the A449 north of Ombersley.

**5th February.** Monthly meeting.  
Venue to be confirmed.

**3rd March.** Annual dinner

**5th March.** Monthly meeting.  
Venue to be confirmed.

**2nd April.** Monthly meeting.  
Venue to be confirmed.

*Wivian*

### SOUTH YORKS

Hope you all had a good Christmas and New Year and that you are not suffering the consequences too much.

Despite not having our usual Xmas buffet in December, the meeting seemed to go quite well. Our thanks go to Dave Briscoe for providing us with a fiendish quiz of interesting Triumph facts. This was won by Mike C and the raffle by Mike Robinson and Richard.

It was nice to welcome John Watts who came in his GT6 which he has owned for 1 month. There were two other Club cars

## WEST YORKS

### WEST YORKS

in the car park, another GT6 and a Spitfire. Even though Peter was absent (2nd meeting in a row, a formal warning has been issued) he and I have been re-elected as AOs, so you are stuck with us for another year.

The bowling night went well, there were not as many as expected from the Morris Minor Club so we beat them easily and everyone enjoyed it.

We hope to have another joint event or meeting with them this year.

January's meeting will be held on the 1st Tuesday as usual, remember this is the 2nd of January!!

Happy New Year,

*Victor*

Hi everyone! With the deadline brought forward due to Christmas there isn't a lot of news to report. I hope that everyone has had a good Christmas and that the Area Christmas Dinner has been enjoyed by the 17 people that have booked. There will be more about this, no doubt, in the next news! Can I remind everybody of the AGM to be held at the next meeting, the 9th January 2001, and don't forget we need your suggestions for next year's events. Well all the best for 2001, happy motoring!

*George*



**DON'T FORGET TO REGISTER  
YOUR AREAS!**

## ENJOY A WINTER WEEKEND

AT THE

## FOSSE MANOR

H O T E L

Stow on the Wold



**19th - 20th 21st JANUARY 2001**  
**£130 Per Person**

The price includes accommodation on 19th and 20th. Dinner of your choice on Friday 19th and 20th, breakfast and a set dinner on Saturday 20th, breakfast and lunch on Sunday 21st.

In addition the management are offering free accommodation on Thursday 18th and Sunday 21st providing that breakfast and dinner are taken in the hotel.

There will be a mystery tour, I have not made any arrangements yet, on Saturday morning and a short walk on Sunday for coffee in a local village.

The rest of the time is for you to enjoy the surrounding country, the Hotel's bar, lounge and food as well as the company of new and old, no reference to age intended, friends.

Please complete the form below and send a deposit of £50 per room, cheques made payable to The Fosse Manor Hotel.

NAMES..... MEMB. NO...../.....  
ADDRESS.....

SINGLE ROOM ☐ DOUBLE ROOM ☐ Double/twin beds ☐  
FAMILY ROOM ☐ NO. OF CHILDREN ☐ THURS 18 ☐ SUN 21 ☐  
ADDITIONAL NIGHT

**RETURN TO: David Bird, 18 Micawber way, Chelmsford, Essex. CM1 4UG**  
**Telephone: 01245 441819**

**Please send SAE if receipt required. Book early to avoid disappointment**



# CLASSIFIED

Cars for Sale  
Cars Wanted  
Parts for Sale  
Parts Wanted

## HERALD

Cars for Sale  
Cars for Sale  
Cars for Sale

**13/60 1968 SALOON.** Green. Very good chassis. Mechanically rebuilt throughout, good bodywork, needs respray. MOT til Nov 2001. Tax exempt. £800 ono. John (Essex) 07801 437036 or 01277 210163 - 99/61529.

**13/60 CONVERTIBLE** 1969. Burgundy. One owner since 1976. Rebuilt engine. 38000 miles. MOT Til Aug 2001. Tax exempt. Unused tonneau cover. Bargain £995 ono. Wendy 0208 2417425 or 0208 5135964.

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

## SPITFIRE

Cars for Sale  
Cars for Sale  
Cars for Sale

**MKIII 1968.** Yellow. £100s spent. Requires slight bodywork respray. Moving for sale. Offers. M Bolton (Staines) 01784 740654 -

**1500.** White. W reg. MOT til March. Alloys. Alarm. Stereo. Soft top/tonneau. Spare set of steel wheels. Reliable. Good bodywork. £2500 ono. J Rushworth 01246 822067.

**1500 1979 White.** Almost complete history, 69K miles. 4 months MOT. Runs well, sils require attention. £1200. Reasonable offer considered. Mr Hicks (Bristol) 01934 833823.

**MKIV 1970.** Tax exempt. 12 months MOT. A1 condition. CWWW.Fantastic Planet Co. UK for pictures and details. £2750. Colour yellow. Daren (Glos) 01452 554811.

**1979 1500.** Pageant. News sils, clutch, inner strengtheners etc. Soft top. New MOT. Nice, reliable car. £1500 ovno. John (Northants) 01933 388434 or 0370 944106.

**1500 1977.** Red. Superb throughout. Recent rebuild. Unleaded. Garaged. September MOT. July Tax. Wedding forces sale. TSSC

valuation £4000, £3200 ono. Steve (Ilkley) 01943 863516 - 00/64339.

**(2) MKIV 1971.** Overdrive, long MOT. Body off restoration, excellent £2250 plus 1500 1976 very sound, straight, original for restoration. £550. Malcolm (London SE) 020 8852 4319.

**MK4 1963.** Conifer green, steel hardtop, wires, original reg number, s/s exhaust - concours winner. Footman James valuation £6000 House purchase for sale £4500 ono. Brian (North Lincs) 01724 860065 or 07932 007813 E-Mail: mark.naylor@tfeurope.com

**1500 1979 Unleaded.** S/S Manifold & Exhaust. High output coil/leads. K&N's. Suspension/car spring mechanicals strictly maintained/replaced over last 4 years. All bills. TSSC valuation £4200. Sell for £3250. Howard (Biggin Hill) 01959 701208.

**1971.** Yellow, black trim. Runs and drives very well. We have serviced and maintained this Spitfire for its last two owners and hence

have the history on the car for the last 5 years. The bodywork and chassis are good and solid, although a respray is overdue. The interior is in good order with newish hood. New MOT, tax exempt. Winter bargain £1175. Quiller Triumph (SE London) 0208 854 4777.

### JY CLASSICS

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## GT6

Cars for Sale  
Cars for Sale  
Cars for Sale

**MKIII 1971 PROJECT CAR.** Partly stripped for restoration. Includes some panels. Space needed. £500. Phone after 6pm. C Reader (Coventry) 024 76419572 - 93/46049.

**MKIII 1972 (L).** 60,000 miles. Green. Overdrive. Wire wheels. Good engine and interior. Tax exempt. All original and complete. Needs some restoration. £750. Stuart (Herts) 01992 631008.

**MKIII.** Crimson. 7 months MOT. Black leather interior. Non-rototex. Good condition. Recent service. £2700 ono. Mr T Young (Wimbledon) 0208 9479121.

**MKIII 1971.** Red. Tax exempt. New MOT. Restored. Lots of new parts. Little use since, 175x70 tyres and wheels. A1 valuation. £4250. Les (Hampshire) 02380 260381 - 98/58572.

**TSSC January Sale**  
**Saturday & Sunday**  
**6th/7th January 2001**  
**Sat. 9-4pm Sun 11-4pm**

All Items Discounted in Shop to Visitors  
Free Carriage for Orders placed by Phone

### 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, suspension 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.

## VITESSE

Cars for Sale  
Cars for Sale  
Cars for Sale

**1600 SALOON.** 1965. Royal Blue. White strips. Body off restoration. New chassis etc. Needs finishing. All parts required available. Needs enthusiast. £2995 ono. Will negotiate. Mr Woodward (Christchurch) 01425 780110 home or 02380 597614 work.

**MKII SALOON** 1969 H. Overdrive. Bills. Very original. Reliable. In daily use. Needs some TLC. Redundant owner, emigrating. £995 ono. Dave (E Grinstead) 01342 324838.

**1600 GREEN SALOON.** 1965. Abandoned full restoration. Good engine and chassis. No major rust. Kept in garage. £475. Rob (London E17) 020 8 923 7089.

**1600 CONVERTIBLE.** 1964. 65K miles. New reconditioned engine c/w unleaded head, Kenlowe fan, s/s exhaust, no MOT (clutch seized), spare O/D gearbox. £1250. Alun Davies (Sheffield) 0114 2303827.

**MKII.** Owned 12 years. Completely restored. Sunroof, overdrive. Dry use only. Stunning looking car. Very reliable. Standard mechanics. Much loved. Regretted sale. £2000. Mr Lee (Whitstable) 01227 761179/273398 - 89/24968.

**MKII 1967 CONVERTIBLE.** Cherry Red, white stripe. 11 months MOT. Bodywork recently reconditioned - £3000 spent. V good

all round condition. Tax exempt. £3500. Rachel (E Sussex) 01424 772098.

**CONVERTIBLE 2L 1967.** Midnight Blue with blue trim. An exceptionally good example, fitted with overdrive. In superb order throughout. We have serviced and maintained this Vitesse for its previous owner over the last 4 years. The body was comprehensively restored and resprayed in May 97 at a cost of £5600. We fitted a new (unleaded) engine and clutch in September 99. Long MOT, Tax exempt. £3850. Quiller Triumph (SE London) . See pics on www.quillertriumph.co.uk or ring 0208 854 4777.

## PARTS

Parts For Sale  
Parts For Sale  
Parts For Sale

**SPITFIRE IV, SPITFIRE III, SPITFIRE II, GT6S, VITESSE CONVERTIBLE, HERALD CONVERTIBLE** breaking: All parts available seven days and postal service. Above cars purchased. William (Forest Gate) 0208 5341981. Fax: 0208 519 8004 - 87/17737.

**FREE!** 10 years worth of Triumph Spares MKIII Spitfire. No engine. Engine hoist, wheels, tyres. Ray (Hereford) 01432 273508 - 83/06588.

### MICK DOLPHIN CLASSIC TRIUMPH SPARES

★ GENUINE NEW TRIUMPH PARTS ★

★ ALL MODELS COVERED INC. FWD ★

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TRY ME FOR THAT ELUSIVE PART

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mickdolphin@tinyworld.co.uk

**MAINLY TRIUMPH SERVICES:** Most work undertaken: Clutches, exhausts, gearboxes, diffs, springs, brakes, welding, MOTs, suspensions etc. Ring John (Northants) 01933 388434 or 0370 944106 before 8pm.

**SPIT 1500** hardtop in Carmine Red. All aspects in good condition. £75. Michael (Peterborough) 07799 834511.

**TOWBAR** to suit Vitesse/Herald £25. John (Fife) 01333 592000 work or 01333 312657 home.

**ROLLOVER** Aerobar. Bits Spitfires £60. J-type overdrive gearbox complete £175. Immaculate Herald/Vitesse full tonneau £40. D-type overdrive unit including mainshaft £50. David Middlesbrough 01642 321619 - 93/43134.

**EARLY** Spitfire Stanpart hood and frame unused £120. Overdrive gearbox £120. 4-synchro gearbox £50. Motalita woodrill steering wheel £60. Dunlop lightweight steel 5.5Jx13 hubcap friendly steel wheels immaculate including new 165/70 tyres all ready to fit. Best offer secures. More good parts available. David (Middlesbrough) 01642 321619 - 93/43134.

**GT6/SPIT** etc: Three 7"x16" Revolution five spoke alloy wheels and three 8"x16" brand new with six 225/50/16 Goodrich R1 tyres 4mm tread brand new £100 each. Kevin (Horsham) 01403 864703 -

**SPITFIRE 1340CC** all steel full race engine, forged pistons, roller rockers AP clutch flowed head 150+BHP, safe 10,000 + RPM. Full specification on request. £4000. Kevin (Horsham) 01403 864703 - 81/2499.

**SPITFIRE 1340CC** fast road race engine complete with carbs, distributor, inlets. Many race wins. Fresh rebuild. Approx 120 BHP. Full specification on request. £1500. Kevin (Horsham) 01403 864703.

**SPITFIRE** MkIV/1500 steel bonnet assembly (Red) £120 ono. John (Cheshire) 01270 581727 - 98/58092.

**HERALD 1200** bonnet, surface rust, slight attn. to OS but easy, edges OK, £85. Also rolling chassis £150. John (Northants) 01933 388434 or 0370 944106.

**HERALD 1200** spares: Engines, gearbox, radiators, starter motors, dynamos, many electrical parts. Seats, some bodywork, glass, trim. Call for more details. Geoff (Heathrow) 020 88906290.

### 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**  
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Over 1400 UNF Nuts, Bolts, Washers etc. in Steel Carry Case - Outstanding Value! **£49.99 plus £6 Post & Packing**

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to the above address

**COURIER/TURNING CIRCLE** magazines available: issues 10 - 45 April '81 to April '84 and issues 92 - 110 Feb '88 to Aug '89. These are in good condition and are available FREE to anyone who will appreciate them properly. (Berkshire) 07947 602046 (leave a message).

**GT6 MkIII** servo, new £130. Lucas recon. alternator, boxed, unused £25. Five 6 x 14

Compomotive CX alloys, wheel/locking nuts 7/16 UNF stud upgrade, new unused, £300 ono. Steve (Enfield) 0208 3644541 - 82/3806.

**GT6** extractor exhaust manifold 6-2-1 + phosphated + glass wrapped. GT6 fast road '89 camshaft complete with followers (matches above exhaust manifold). GT6 inlet manifold, flowed and enlarged to suit 13/4 in carbs and carb throttle bracket and full aluminium heatshield. GT6 brake discs and S/S Goodrich hoses. For full details call Fabrice on (Stafford) 01889 207 193 eve or 07947 808 705.

**QUILLER TRIUMPH** headlights £3, Spit IV/1500 hood frames £45, good used hoods £10, Spit kneepads £2 each, Spit seats from £40, headrests £5, chrome wing or door mirrors £5, inertia reel or static seatbelt and anchor £15, chrome bonnet clip £5, Spit wingtop and bootlid trims £5. Herald/Vitesse alloy body trims £3, Herald/Vitesse qtr. light assembly complete £10, complete engines guaranteed (good runners from insurance write-offs) 4cyl £180 - £205, 6cyl £205, gearbox guaranteed (non O/D) £45, fan blades £5, propshafts £10, rear springs £10, carbs early £15, inlet/exhaust manifolds from £10, airbox £5, dynamo/alternator/starter £9, Spitfire radiator £35, front screen and rubber Her/Vit £14, door glass £9. SPIT/HER front suspension corner (hub vertical link, trunnion wishbones etc.) complete £25, good steering rack £15, early Spit and Herald diff (guaranteed) £40, 13/60 bonnet £100, GT6 tailgate £30, Spit fuel tank (leakfree) £15, tank sender £8, Spit/GT6 bumpers from £20, Spit chassis exceptionally good £100, Spit and Herald doors from £25, Spitfire and Herald wheels £10. We are continually breaking all Triumphs: Dials and dashboards, lamps, switchgear, badges, heaters. Big stocks of everything - help us make space. Also full range of new parts and workshop facilities. All credit cards taken for overnight delivery. See special offers on www.quillertriumph.co.uk (E London) 0208 854 4777.

**TRIPLE 40** Webers for GT6 or Vitesse with manifolds, linkages and air filters, complete set £6.50. Fast road cams for 4 cylinders from £45. Good reconditioned 4-synchro gearbox £45. J-type overdrive gearbox 1500 £180. Good steel Vitesse front valance £25. Reconditioned exchange steering racks £36. Breaking Herald 13/60, MkIV Spitfire, Herald/Vitesse doors good condition £75 each, Spitfire doors from £70 each. Many, many other parts. Contact Mark, Jigsaw (Northants) 01536 763799.



# OTHER CARS PARTS WANTED

**5J COSMIC** alloys. Yanse (Bradford) 01274 673550 - 84/7715.

**HERALD, VITESSE** Convertible rear tub in good condition. Contact Adrian at Chisbon Restorations 01255 862626.

**I'M LOOKING** for 3 Weber carburetors (40's) a Halda Tripmaster and Halda SpeedmasterPete (Idstein / Hessen) 0049 (0) 6126-560729

E-Mail: peterbrodt@t-online.de

**REAR SEAT** (or either part) for GT6 Mk3 so my daughter can enjoy the fun. Condition mostly unimportant. Can collect. Simon (Hull) 01482 631727. E-Mail: simon.hudson@virgin.net

**The Tuning Manual** by Gareth THOMAS, A5 format, Yellow cover, any condition. Contact, Fabrice. 07947808 705

# CARS WANTED

**1500** with overdrive. Good home given to restoration project. Complete car with reasonably bodywork preferred but other options considered. Mike (Dumfries) 01387 760556 - 00/62968.

**SPITFIRE 1500** or MkIV. Anything considered but must be near Wakefield, West Yorkshire. David 01924 251407 - 00/64124.

**BURLINGTON ARROW.** Built on Herald 1200 chassis with front discs. Tax exempt. Good winter project. Trailer home for £295. Michael (Southend on Sea) 01702 585020.

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

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**Saturday & Sunday**  
**6<sup>th</sup>/7<sup>th</sup> January 2001**  
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# Why?



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