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The Market Leader



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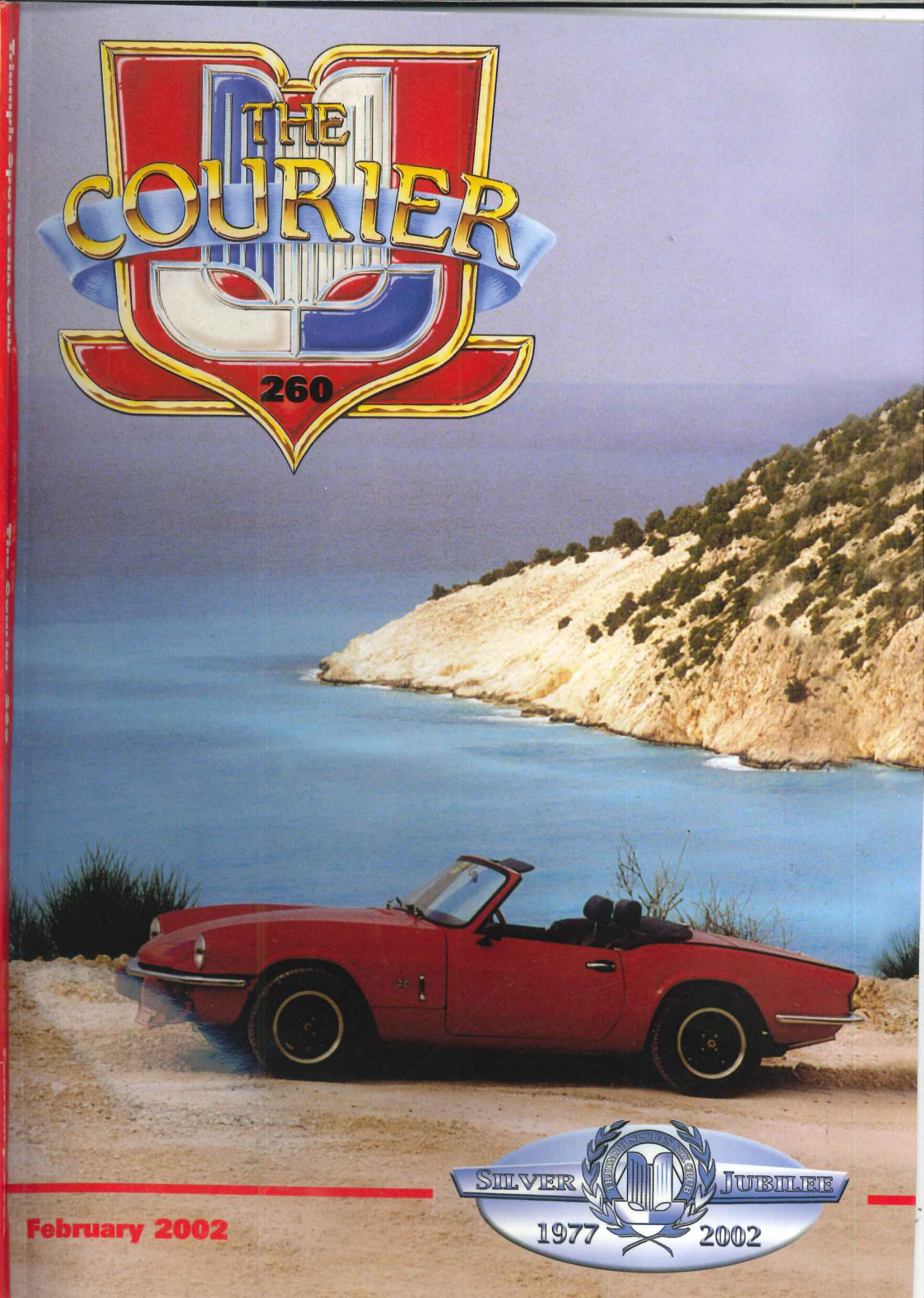
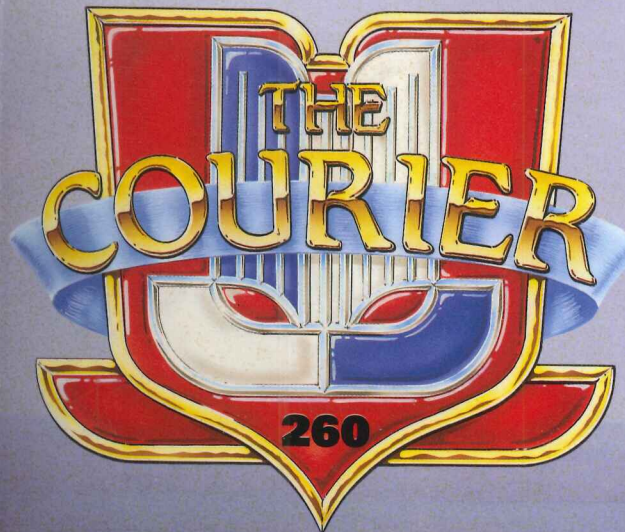
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Footman James is a member of the General Insurance Standards Council.

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February 2002

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Herald - Spitfire - Vitesse - GT6 - Bond Equipe - Specials
email: tssc@tssc.uk.com - phone: +44 (0)1858 434424 - fax: +44 (0)1858 431936
Club HQ, Main Street, Lubenham, Leicestershire, LE16 9TF, United Kingdom.

WELCOME TO OUR NEW WEBSITE!

MEMBERSHIP

- Home
- New Reasons
- Club Publications
- Club HQ
- Spares
- Frequently Asked Questions
- Join the Club
- Renewal

Never standing still at the TSSC we're proud to announce that our monthly magazine is now in **FULL** colour, packed with Model registers, News, and a Technical Content second to none.

Our all **NEW** Website is now online with privileged **Members Only** areas **Plus** Classified Cars for Sale. **TSSC HQ & Museum** is awaiting your visit to view its ever expanding collection of cars and memorabilia, add to that an insurance scheme that now includes cover for **ANY** Triumph and your modern car as well, it's why we say...

...ONE CALL DOES IT ALL FOR THE CLASSIC TRIUMPH ENTHUSIAST
Instant Membership : 01858 434424 or www.tssc.uk.com

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.260 Vol 22. FEBRUARY 2002
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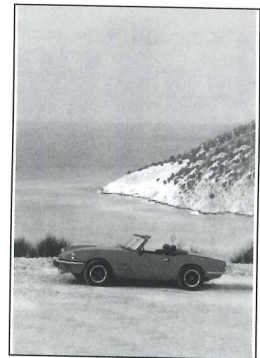
COUNCIL MEMBERS 2002

David Aspinall, 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 82.

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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:
'Hermes'
on Cephalonia
See 1500 Reg Pge 44
Pic By
Theodossis Papatthanassiadis

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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

Contact Club H. Q. for more information

May 2002

SATURDAY/SUNDAY 11/12 MAY 2002
SOUTH OF ENGLAND MEET
LEATHERHEAD SURREY

SUNDAY 26 MAY 2002
STANDARD TRIUMPH MARQUE DAY
HERITAGE MOTOR CENTRE
GAYDON WARKS

July 2002

SATURDAY/SUNDAY 13/14 JULY 2002
TSSC SILVER JUBILEE
INTERNATIONAL WEEKEND
STAFFORD COUNTY SHOWGROUND

September 2002

FRIDAY/SUNDAY 21/23 SEPT 2002
M.O.T.
MILE OF TRIUMPHS

TSSC ORG EVENTS

Contact Local Area for more information

February 2002

SATURDAY/SUNDAY 2/3 FEB 2002
AVON AREA CLUB STAND
AT BRISTOL CLASSIC CAR SHOW
ROYAL BATH & WEST SHOWGROUND
SHEPTON MALLET
CONTACT: COLIN 01179 691322

May 2002

FRIDAY / MONDAY 3/6 MAY 2002
ISLE OF WIGHT CAMPING WEEKEND
CONTACT GARTH 01983 872913

May/June 2002

FRIDAY 31 TO TUESDAY 4TH JUNE 2002
AVON AREA PRESENTS
BREATHE BEACH PARTY
5 DAY EVENT UNITY FARM
CONTACT: COLIN 01179 691322

June 2002

FRIDAY/SUNDAY 14/16 JUNE 2002
LAKES TRIUMPH WEEKEND
KESWICK RUGBY CLUB
CONTACT SHIRLEY 01946 832080

SUNDAY 30 JUNE 2002
SURREY/GATWICK AREA CLUB STAND
BROMLEY PAGEANT OF MOTORING
CONTACT KAREN 0181 8733022

July 2002

SATURDAY/SUNDAY 27/28 JULY 2002
SURREY AREA CLUB STAND
CLASSIC CAR & COUNTY SHOW
QUEEN ELIZABETH FOUNDATION
LEATHERHEAD SURREY
CONTACT KAREN 0181 8733022

August 2002

FRIDAY/SUNDAY 2/4 AUGUST 2002
NORTH EAST AREA
BEAMISH CAMPING WEEKEND
BEAMISH MUSEUM CO DURHAM
CONTACT TONY 0191 5863372

SUNDAY 11 AUGUST 2002
LEICESTER AREA SPLASH
STANFORD HALL
LUTTERWORTH LEICS

MONDAY 26 AUGUST 2002
SURREY AREA CLUB STAND
WOKING CLASSIC CAR SHOW
CONTACT KAREN 0181 8733022

September 2002

SATURDAY 7 SEPTEMBER 2002
TOTALLY TRIUMPH SHOW
NORTHERN IRELAND
CONTACT COLIN 02838 849063

CLASSIC CAR SHOWS

(CLUB INVITED)

February 2002

SUNDAY 10 FEB 2002
THE INTERNATIONAL TRIUMPH SHOW
& SPARES DAY
NAC STONELEIGH WARKS

March 2002

SATURDAY/SUNDAY 9/10 MARCH 2002
THE LONDON CLASSIC MOTOR SHOW
ALEXANDRA PALACE

July 2002

SATURDAY/SUNDAY 6/7 JULY 2002
THE FOOTMAN JAMES VEHICLE
RESTORATION SHOW AND AUTOJUMBLE
STAFFORD COUNTY SHOWGROUND

October 2002

SUNDAY 27 OCTOBER 2002
THE INTERNATIONAL RESTORATION SHOW
NAC STONELEIGH WARKS

November 2002

SUNDAY 24 NOVEMBER 2002
THE INTERNATIONAL TRIUMPH SHOW
& SPARES DAY
ASCOT BERKS

TSSC
SILVER JUBILEE 2002
INTERNATIONAL WEEKEND
SATURDAY/ SUNDAY
13/14TH JULY 2002
STAFFORD
COUNTY SHOWGROUND

Comment

by Bill Sunderland

SPRING IS IN THE AIR

That's what we are looking forward to, warm summer evenings to enjoy the Club car. Well, members in New Zealand have this now, we will have to wait a little while ... Meanwhile the show season starts with Stoneleigh on 10th February. This Triumph 'parts day' kick-starts the Triumph year and with each year increasing numbers attend this parts mega feast. After the very successful NEC parts day in January, it would seem that more members are on the move. What the Club hopes is this will transmit into the South Of England Meet in May and our Silver Jubilee International Weekend in July, having many more members attending.

Where did we start? "Spring Is In The Air". Well, after many dark, dank overcast days, there are signs of a change in the weather and if we want a full season, get going early. British summers come and go just too quickly.



Chrysler's Razor

Just a comment on last month's magazine cover - proposed GT6 MkIV. Wow, great looks and response to H. Q. has echoed this. When and how much? - are you listening BMW - could the car be based on the Z8? Sorry feet now on

the ground, Z3? If so, what a great addition to exciting times in Sports Car design. The car looks right and provided the engine is a nice BMW 6 - 2,3 litre say, at a price I can't guess at but yes, the Triumph name would be back. These thoughts are not made of dreams because take a look around, this car would fit in well, just so well - mine's a red one. Germany - you build a good British Mini in Britain, add a GT6 and our roads will look so much more familiar. Interesting though in Quentin Wilson's column in the Mirror newspaper 11 th January 2002: Chrysler are showing a prototype sports car at the

Detroit motor show called Razor - 2.4 litre - 140 mph, cost around IOK. To back it up

they have research which shows young drivers want a return to affordable sports cars of the sixties and are bored with MG and MX5.

Hey, Chrysler mean business these days, just take a look out of your back yard, the brand is just getting stronger. Even more reason for BMW to relaunch the Triumph name - oh yes, the GT6 MkIV.

We have seen a marked increase in membership in November and December continuing in January 2002. With the current thinking and changes in peoples lives, the Triumph motor car will hopefully be in for better times, getting used, let's see Club Cars and Classic Cars on the road.

With low running costs, it's never been cheaper to run a Triumph. You have all seen the competitive market for spares throughout the magazine, much is being given away.

All in all the owner of any classic car has never had it so good, so enjoy. Let's work with all our Event/Area Organisers who put so much work in and make 2002 a year to see Triumph Cars rolling in every part of our ever decreasing globe.



TSSC NEWS *Review*

**Your Monthly round up
of all News of a Triumph Nature**

Cop Shop 'amendment 2'

In December Courier (258) I tried to amend previous confusion about an article on the new V5, but unfortunately a simple typing error changed a correct word into an incorrect word and even more confusion than before. So with apologies to everyone, I'll try and make this the last amendment.

In Courier 257 (November 2001) I mentioned the new V5 and may have confused some readers. When you are selling a vehicle with the new V5 to another person the vendor fills in the blue section and sends it to the DVLA, whilst the purchaser fills in the green section and sends it to the DVLA. If you are selling the vehicle to a Trader, the vendor fills in the red section and sends it to the DVLA and hands both the blue and green sections to the Trader unused. These sections will be used when the Trader sells the vehicle on. I hope that this time this does clear up the confusion.

Mike Crewes

Le Mans 2002

I currently have 5 Car places available on the 2002 tour to Le Mans, but will very soon be forced to relinquish any unused spaces. The trip is Thursday 13th June to Monday 17th June priced at £154 per person min of two people per car. This includes ferry, Camping and entry to the circuit I have 5 spare booked car places, at this late stage I can not

guarantee stand places at £57 per person but will endeavour to facilitate all those interested.

We have 30 cars already booked on the trip so should ensure a good atmosphere in the TSSC camp!

To book or for more information please call **Neil Hicks Tel 01684 290494 or 07970 743273 E-Mail: nhicks@ancon.co.uk**

Membership Renewals

A NEW Feature has just been added to the New Club Website. We are now able to process Membership Renewals On-Line. All Members who have Registered with the new site will receive a reminder when their membership is due.

**HAVE YOU SEEN THE NEW SITE YET?
IF NOT LOG ON AND SEE FOR YOURSELF
www.tssc.uk.com**

Stafford Car Display 2002

The International Weekend will soon be upon us. If it is anything like last year, it will be a great show. As the TSSC is celebrating its Silver Jubilee, we would like to do something a little bit special at Stafford this year.

As part of the Club's 25th Anniversary, we are aiming to have on display, in the main hall, two examples of members' cars from each year of production, i.e. 1959 to 1982. Due to the interest that we expect to receive from members, we will be operating on a first come first served basis. Cars do not have to be in concours condition but we do require cars to be in good all round condition.

To book your place Contact Nigel Whale **01858 434424**

Practical Classics Comp!

Just a short note to tell you that Practical Classics will be featuring the rebuild of a Triumph 1500 engine in the April, Spring and May issues (on sale from February 23). What may be of particular interest to you all is that they will be giving the finished unit away in a £1-per entry competition, just as they have so far done with an A-series and Ford V6.



**5%
Discount**



ADVANCE ORDERS FOR COLLECTION AT SHOWS

The Club will be attending this show in February

**INTERNATIONAL TRIUMPH SHOW AND SPARES DAY
STONELEIGH 10th February**

Advance Orders for collection at these shows are now being Taken. Members ordering in advance will receive a 5% Discount on their order and Save Pounds on postage. To ensure we have the parts you need just ring the Offers Hotline **01858 434424** Ask for Nigel, Liz or John.

NEW CLUB REGALIA

The new range of Club Clothing plus The Silver Jubilee Regalia Items will be available at the Show Above

HQ OPENING TIMES

FEBRUARY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 9TH - 9.00 AM - 1.00 PM

SATURDAY 23RD - 9.00 AM - 1.00 PM

MARCH - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 16TH - 9.00 AM - 1.00 PM

SATURDAY 30TH EASTER OPEN DAY

9.00 AM - 4.00 PM

EASTER BREAK

**HQ WILL BE CLOSED ON FRIDAY 29TH
AND MONDAY 1ST APRIL**

SHOWCARS WANTED

STONELEIGH TRIUMPH SHOW FEB 10TH

Display Cars required for Club stand

If you would like to make your car available

Ring John at TSSC HQ

Telephone 01858 434424

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TELEPHONE NO. 020 8977 6587

SEALS - HERALD/VITESSE	
Front windscreen seal	£19.98
Bonnet scuttle/bulkhead seal	£4.99
P seal on windscreen frame	£3.82
Saloon roof to header w/screen frame seal	£11.75
Hood header rail seal, front	£7.64
Hood front outer finisher/ seal (white only) original	£14.98
Front quarter light rubbers per pair	£34.08
Door skin to door glass outer weatherstrip	£5.99
Door skin to door glass inner weatherstrip	£3.76
Door glass glazing seal	£3.53
Hood side seal (top of door)	£4.99
Wheel arch to dash seal (small mud flap)	£3.29
Door aperture seal, convertible	£12.93
Chrome door aperture seal cappings Convertible pair	£11.75
Door aperture seal, saloon	£15.28
Front valance seal	£1.41
Door check link seal	£2.64
Gear lever gaiter	£8.81
Handbrake gaiter	£8.23
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.88
Bonnet stop cone. Upgraded, longer lasting, pair	£11.75
Master cylinder dust cover/boots	£3.82
Boot seal	£10.99
Estate rear tailgate glass seal original	£39.95
Rear quarter window seal, saloon	£21.15
Rear windscreen rubber, saloon	£23.50
Window runner channel, front	£7.64
Window runner channel, rear	£5.58
Rear roof to deck seal, saloon	£11.75
Petrol tank filler neck seal	£6.46
7 inch headlamp seal HERALD	£3.53
Front side/indicator lamp rubber seal	£4.70
Petrol tank sender unit cover	£6.46
Petrol tank drain neck seal, sponge	£6.23

ALL OTHER SEALS AVAILABLE - PLEASE RING

SEALS - SPITFIRE/GT6	
Front windscreen seal, SPITFIRE I, II, III, GT6 I, II	£24.68
Front windscreen seal, SPITFIRE IV/1500, GT6 III	£18.80
P seal on windscreen frame	£3.82
Roof to windscreen top seal, GT6 I, II	£26.50
Hood header rail/hard top seal, front, SPITFIRE	£7.64
Door skin to door glass, outer weatherstrip	£5.99
Door skin to door glass, inner weatherstrip	£3.76
Door glass glazing seal	£3.53
Bonnet scuttle/bulkhead seal	£4.99
Wheel arch to dash seal (small mud flap)	£3.29
Door check link seal	£2.64
Door aperture seal (Furflex) SPITFIRE	£14.69
Door aperture seal (Furflex) GT6	£18.80
Front valance seal, SPITFIRE I, II, III, GT6 I, II	£1.41
Front valance seal, SPITFIRE IV/1500, GT6 III	£2.35
Gear lever gaiter, SPITFIRE (ALL), GT6 (ALL)	£8.81
Handbrake gaiter, SPIT I, II, III, IV	£8.23
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.88
Bonnet stop cone. Upgraded, longer lasting, pair	£11.75
Master cylinder dust cover/boots	£3.82
Boot seal Spitfire	£10.99
Tailgate aperture seal, GT6	£10.99
Tailgate glass seal, GT6	£27.03
Petrol tank filler neck seal	£6.58
7" headlamp seal SPIT/GT6	£3.53

ALL OTHER SEALS AVAILABLE - PLEASE RING

CHROME/LOCKS/BRIGHTWORK/BUMPERS

Front windscreen insert, HER/VIT, SPIT I, II, III, GT6 I, II	£6.76
Tailgate rubber insert GT6 I, II, III	£6.76
Cover clip for inserts	£2.00
Door handle l/h HERALD, VITESSE	£27.03
Door cam lock r/h HERALD/VITESSE	£35.25
Outer door handle ass. SPIT II, III, GT6 I, II	£17.63
Outer door handles (matched pair) black or chrome, SPIT IV/1500, GT6 III (includes lock barrels)	£89.18
Matched pair of door lock barrels, SPITFIRE II, III, GT6 I, II	£19.98
Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£19.98
Inner door handle assembly SPITFIRE IV/1500, GT6 III	£18.80
Inner door handle chrome bezel SPITFIRE IV/1500, GT6 III	£11.75
Window winder handles and inner door opening handles, all models - please state model	£7.64
'B' post striker catch SPITFIRE, GT6	£14.10
Boot hinges (pairs) HER, VIT, SPIT I, II, III	£24.68
B post strikers, less slider, HERALD/VITESSE, pair	£25.85
Boot 'T' handle and keys HER, VIT, SPIT I, II, III	£16.45
Boot lock assembly SPITFIRE IV/1500	£17.63
Tailgate handle and lock assembly GT6 I, II	£18.80
Tailgate handle and lock assembly GT6 III	£18.80
Boot latch/striker assy. SPIT IV/1500, GT6 (ALL)	£11.75
Chrome flip top petrol cap SPITFIRE IV/1500	£29.38
Lock barrel and key for GT6 III petrol cap	£13.51
Locking petrol cap, SPITFIRE, chrome	£18.21
Locking petrol cap, HERALD, VITESSE	£14.10
Chrome wiper arm assembly, all models	£9.40
Stainless wiper blade and holder, all models	£8.23
Chrome wiper wheelbox Hexnut	£2.00
Bonnet mirror (head & stem), HERALD, VITESSE, original from £21.25	
Chrome Bullet/Racing mirror all models	£19.98
Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£18.98
Bonnet lock kit (pairs) all models	£14.39
Bonnet catch assy. all models	£23.50
Steering column lock assy. SPITFIRE IV/1500, GT6 III	£35.19
Ignition barrel and keys SPITFIRE I, II, III, HER, VIT, GT6 I	£7.05
Ignition barrel and keys as above HIGHER SECURITY	£12.34
Matched lock set GT6 I, II, door, tailgate & ignition locks	£28.49
Full lock set as above with paired bonnet locks	£38.19
Matched lock set SPITFIRE I, door, boot & ignition locks	£23.50
Full lock set as above with paired bonnet locks	£31.14
Matched lock set, SPITFIRE II, III, door, boot & ignition locks	£27.91
Full lock set as above with paired bonnet locks	£36.19
Full lock set, HERALD/VITESSE, door, boot, ign., c/box, bonnet locks	£49.94
Cubby box lock assy., HERALD, VITESSE	£11.75
Rear overrider HERALD, VITESSE, fully pressed (each)	£37.60
Chrome w/screen washer jet, complete ass., SPIT/GT6	£4.11
Chrome w/screen washer jet, complete ass., HER/VIT	£4.99
Rear number plate light aluminium cowl, orig. HERALD 13/60	£11.75
Windscreen frame ally capping Spitfire	£39.95
Rubber bumper set HERALD	£125.73
Bumper end cap, aluminium HER	£10.58
Front bumper, SPIT IV/GT6-III (EXCHANGE)	£176.25
Rear bumper, SPIT IV/GT6-III (EXCHANGE)	£176.25

ALL CHROME, LOCKS, BRIGHTWORK AND

BADGES DECALS COMMISSION PLATES

STOCKED - PLEASE RING

PANELS - HERALD/VITESSE

Front valance, Steel, State Model	£141.00
Front valance, quality fibreglass	£35.25
Bonnet D plate, HERALD, VITESSE	£12.10
Front wing, HERALD 13/60 ORIGINAL PRESSING	£99.88
Front wing VITESSE	£123.38
Front wing, HERALD 1200	£127.49
Front wing arch repair	£18.80
Sill, HERALD, VITESSE	£18.80
Door skin, ORIGINAL PRESSING	£76.38
Door under section repair panel, HERALD, VITESSE	£28.20
Door step/tread panel (not aluminium finisher) as original	£11.75
Rear wing, HERALD, VITESSE	£86.95
Rear wing arch repair	£18.80
Rear quarter valance steel (with or without bumper strip)	£32.90
Rear centre valance, VITESSE, original pressing	£70.50
Rear centre valance, HERALD, original pressing	£73.44

PANELS - SPITFIRE/GT6

Battery box	£15.28
Front quarter valance, SPITFIRE IV/1500, GT6 III steel	£62.76
Front quarter valance, SPIT IV/1500, GT6 III, fibreglass	£34.08
Front wing, original, SPIT I, II, III, GT6 I	£75.20
Front wing, original GT6 II	£99.88
Front wing, SPIT IV/1500, GT6 III	£42.89
Front inner wheelarch, outer section, SPIT IV/1500, GT6 III	£34.08
Sill, all SPIT, GT6, as original	£19.98
Six piece sill kit, both sides SPIT/GT6	£82.25
Door skin, SPIT I, II, III, GT6 I, II	£37.89
Door skin, SPIT IV/1500, GT6 III	£34.50
Full floor, One Side, front to rear, new improved with Captives	£79.90
Heelboard panel	£38.78
Heelboard bracket for radius arm	£38.78
Rear wing, SPITFIRE IV/1500, GT6 III	£104.58
Rear inner wheelarch, outer section, SPIT IV/1500, GT6 III	£50.53
Rear valance, SPIT I, II, III, GT6 I, II	£66.88
Rear valance, SPIT IV/1500, GT6 III	£52.88
Boot floor, all models	£76.90

ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

MECHANICAL/SUSPENSION/STEERING

Front trunnion/swivel ORIGINAL STANPART	£16.98
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Lower Steering Coupling	£21.15
Steering rack rubber mounting	£2.94
Aluminium steering rack mount kit	£22.91
Driveshaft all models, non rotolox	£65.80
UJ flange to diff, small or large	£16.45
NEW propshafts from	£88.13
Front vertical link, VITESSE, GT6, original	£70.50
Front vertical link HERALD, SPITFIRE, original	£64.63
Front wheel bearing kit (inc. hub felt)	£13.51
Top ball joint, all models	£11.75
Track rod end, all models	£7.99
Universal joint, all models	£6.99
Front suspension bolt/nut kit, all models	£14.10
Rear suspension, non roto, bolt/nut kit, all models	£12.93
Front coil spring, STANDARD, state model	£18.80
Front coil spring, HEAVY DUTY, state model	£19.39
Front shock absorbers (inc. bushes) all models	£21.15
Rear shock absorbers (inc. bushes) all models	£19.98
Rear full wheel bearing kit, rotolox models	£17.63
Rear full wheel bearing kit, non rotolox models	£16.45
Rear leaf spring SPITFIRE IV/1500, GT6 III late, NEW	£86.95

BRAKES ETC.

CALIPERS ALL FULLY RECONDITIONED AS NEW EXCHANGE	
Type 12 HERALD, SPITFIRE to '67, VITESSE 1600	£58.75
Type 14 HERALD, SPITFIRE '67 onwards, for only!!	£49.94
Type 16/16PB VITESSE, GT6 State model	£59.93
Type 16PB Metric GT6 III Late	£59.93
Brake master cyl. SPIT IV/1500 single line	£52.88
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Cop Shop

by Mike Crewes

Some useful hints on small Trailers



This is not intended as a complete guide to the legislation, since this is very complicated, but an attempt to cover some of the typical problems and offences. The guide relates to trailers which have an unladen weight of below 1020kgs. and typically a gross weight of under 3500kgs.

Trailers fall into two categories:

1. The UNBRAKED trailer.

This is basically a towed frame with a light body, such as a top box, tent or motorcycle carrying frame fitted to it. The maximum gross weight of any unbraked trailer must not exceed 750kgs. (Reg. 16 (1) (b) ii) Motor Vehicles (Construction and Use) Regulations 1986). Every unbraked trailer must have its Gross Vehicle Weight clearly displayed on it in KGs. (Reg. 71 (1) (d)).

It cannot be assumed, however, that any vehicle can tow an unbraked trailer of 750kgs. and in fact few private cars can. This is because the maximum unbraked trailer weight must never exceed half of the kerb weight of the towing vehicle (Reg. 87(1) (b)). To find the kerbside weight of your car consult the Owner's Handbook. (Kerbside weight: is the weight of the vehicle including a full fuel tank, spare wheel, tools and other items supplied with the car. It does not include the weight of the driver, passengers or load.)

Here are a few examples;

Vehicle	Kerb Weight	Max. Unbraked Trailer
Spitfire 1500	794kgs.	397kgs.
Ford Focus 1600i	1091kgs.	545kgs.
Ford Mondeo 1600	1265kgs.	632kgs.
Ford Transit SWB 2L	1453kgs.	726kgs.

You can see that only the largest of the examples can claim the full 750kgs. allowance. If you exceed these limits you commit an offence.

2. The BRAKED Trailer:

These tend to be the larger trailers and include both commercial and private use, for instance; goods trailers, car trailers, caravans, etc.

The brakes on a braked trailer usually operate on an 'over run' mechanism. This means that the trailer's brakes are applied by the trailer itself as it runs onto the towing vehicle. The towing hitch moves backwards operating cables and/or rods, which act on more cables to the brakes at the wheels. The brakes themselves are usually leading and trailing shoe, drum brakes.

When reversing a trailer fitted with this type of mechanism it is necessary to engage the 'reversing bar'. This simply stops the towing hitch moving backwards and prevents the trailer brakes being applied. The obvious problem with this is that, if the driver forgets to disengage the 'reversing bar' and drives off, the trailer brakes will still not operate.

The 'over run' mechanisms have developed over the years from the earliest which is still in use today. This is simply a spring which is mounted between the towing hitch and the lever which operates the brake cables or rods. This type has a number of drawbacks, the biggest being its non-variable application of the trailer brakes.

In 1982 the E.C. made it illegal to fit this type of mechanism to new trailers.

The next generation of mechanism was the hydraulically damped unit. This replaced the spring with a damper and allowed variable trailer braking and since 1989 the fitting of 'auto-reverse' trailer brakes has been mandatory. With this system the trailer is simply reversed by the towing vehicle without any need to engage anything.

When the vehicle is reversed the coupling compresses and initially applies the trailer brakes, but as the trailer is pushed backwards the revolution of the brake drum wraps off the brake shoes. The brake shoes then fall into a small slot, holding them clear of the brake drum and allowing the trailer to be reversed. As soon as the trailer is moved forwards again the brakes reset so that it is impossible to drive off without the trailer brakes working.

Whilst the trailer is coupled to a towing vehicle it is subject to the same legislation as the towing vehicle, in that 'Every part of every braking system must be maintained in a good and efficient working order.' (Reg. 18 (1)). The components of trailer brakes are generally continually exposed to the elements and since there is no requirement for annual testing, braking systems can be overlooked and fall into disrepair.

Now the silly bit:- the Construction and Use Regulations set out a minimum requirement for the efficiency of trailer brakes as 50%. No problem with that, except that there is no practical way of testing it!

The vehicle type approval people tell us all they do this theoretically calculating that the components are capable of satisfying the requirement, then they do a number of runs with a trailer being towed to see if the trailer brakes actually work and that there is no locking up of the trailer wheels causing instability. They don't have any way of measuring the actual efficiency - modern technology at its best!

There is no requirement for the maximum gross weight to be displayed on a braked trailer, although most manufacturers do.

What about the weight relationship between the towing vehicle and the trailer. The figure of 85% of the towing vehicle is quite popular, but trailer manufacturers will tell you that a correctly loaded trailer can exceed 100% weight of the towing vehicle. Who is right? In short there is no limit in law. Car and Van manufacturers usually recommend around 100%, however vehicles specifically designed for towing e.g.. Land Rovers, Range Rovers and other four wheel drives often have much higher towing limits. The Land Rover, for instance, can tow a trailer that weighs up to 4000kgs.

At this point it should be borne in mind that an overloaded or badly loaded trailer may be in a dangerous condition and commit an offence under Section 40 (d) Road Traffic Act 1991.

Regardless of the relationship between the vehicle and the trailer weights, the trailer must not exceed the recommendations of the towing vehicle's manufacturer.

Let's look at our examples again:

Vehicle	Kerb Weight	Max. Braked Trailer
Spitfire 1500	794kgs.	610kgs.
Ford Focus 1600i	1091kgs.	1200kgs.
Ford Mondeo 1600	1265kgs.	1500kgs.
Ford Transit SWB 2L	1453kgs.	1500kgs.

Nose weight: the weight of the load on the towing hitch. Again each manufacturer recommends their own limits, but as a rule they usually state between 50-75kgs. The critical part of the hitch on braked trailers is the braking mechanism. If the nose weight is too high it will tend to bend the braking 'over run' mechanism and jam it, so this must be avoided. Similarly if the nose weight is too low this will effect the stability of the trailer. Generally the draw bar on the trailer should push down on the towing hitch on the towing vehicle and not lift up.

Other points. All braked trailers must be fitted with a 'breakaway cable' attached to the trailer handbrake mechanism. The other end should be attached to the towing hitch of the towing vehicle in such a way that it will not come off if the tow ball breaks. The idea is that in the event of the trailer becoming detached during driving, the 'breakaway cable' will snap tight and apply the trailer brakes. Safety chains can be used as an alternative on trailers up to 1500kgs. gross weight and on any living van/caravan, but a 'breakaway cable' is mandatory over 1500kgs. Where safety chains are used they must be capable of preventing the trailer from striking the road surface if it becomes detached. 'Breakaway cables' form part of the braking system, but safety chains do not. There is no requirement to fit a safety chain on an unbraked trailer, but it is common sense to do so.

In order to tow a trailer over 750kg you must have the towing vehicle Category on your driving licence plus Category E for the towing vehicle category. For some drivers this may mean taking an additional test.

I hope that you found that useful. If you have a query or topic on Road Traffic Legislation why not write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN enclosing a stamped, addressed envelope, or email:

MikeCrewes@Standard-Triumph.com.



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M. W. Restorations

*Technical Tip
of the Month*

Nylocs on Halfshafts

When you are removing and re fitting the Halfshafts on your Triumph, be sure to use New Nyloc (self locking) nuts on your Halfshaft to Diff flange.

Often nuts become ineffective with old age and can shake loose.

This causes the bolt to move back and strike the diff pinion cover bolts, resulting in Diff damage!

All the best

Mike

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**Well, it's been some time now
since I wrote the articles
"Putting a Six-Cylinder Engine in
Your Triumph."**

Modified Triumph

Feed Back

By David Royle

Carroll could never have imagined as they drive down the road, wind in their hair, listening to the wonderful burble from the exhaust. Speed doesn't matter, it's the sound that counts here. It's a satisfying sound that conjures up thoughts of power to your ears; it's like half a dozen retarded and cloned Pavarottis bellowing down a drain pipe, all in perfect harmony. Sorry, I'm getting carried away here now. So come on, let me know. You can send your letters with any photos to me via the Club and we'll cover them in future issues of The Courier.

I read with interest Mr John Thomason's article in the December issue and his 'Foot Note' on the Triple SUs set-up with the bespoke set of manifolds. This reminded me of a GT6 I saw at the Gaydon 75th Anniversary. The photo here also shows this particular GT6 had a triple carb set-up. This, however, was three manifolds with Stromberg carbs but linked together with a header arrangement across the top for the heater. If you look at the air filter box, you might just be able to make out the spot-welds that indicate where two filter boxes have been joined together. Note also the gas struts holding the bonnet up. Very ingenious!

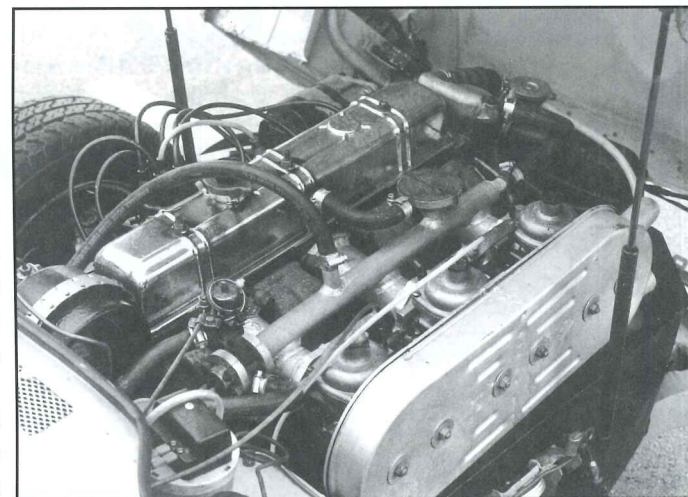
That's all for now. See you soon.

Complete with Up-Rating Suspension, Brakes etc. I hope this information was useful to you.

By the way, if there are any new members reading this and they missed the articles, let me know and I shall be only too pleased to send photocopies. I have already done this with one new member.

I suspect there will be tales of woe, of broken fingernails and bleeding knuckles. There'll be members out there who will have

cussed my name and said to themselves, "Why on earth did I ever start this?" (this is the polite way to print this phrase). And then there will be others who 'Triumphed' (sorry) and came out with a grin that Lewis



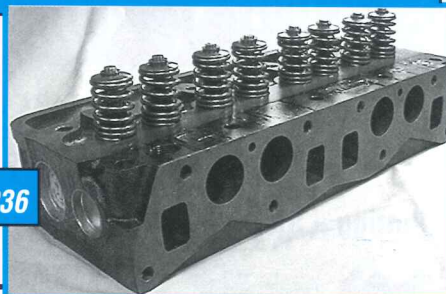


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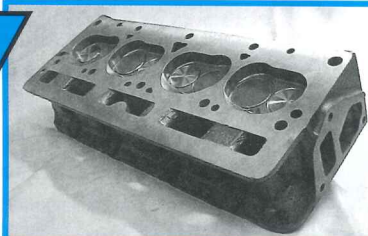
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More Surfing

By Trevor Collett

It was only a couple of days after submitting my last register to Bernard at the studio that I realised I had fouled up.

TRIUMPH Specials Register

I professed to mention all the web sites I knew about that were pertinent to club kit cars. Whereas in fact there were two excellent and very relevant sites that, despite me knowing about them, I managed to leave out.

The first is run by the Marlin Owners Club and can be found at www.marlinoc.freemove.co.uk.

This club caters for all the Marlin models from the original Triumph-based Roadsters through to the non-Triumph cars produced by two separate companies today, YKC (as mentioned last month) and Marlin. The club was formed

in 1981 and currently has about 700 members.

One particularly enthusiastic Marlin OC member is Ben Caswell who is pretty well known to me as he regularly brings his Marlin along to the SEM and regularly takes away a concours shield. His enthusiasm is more than matched by his knowledge of early Marlin cars. He has posted an interesting short history of the Mark 1 Marlin on the site, so interesting that I've decided to reproduce it here (don't tell him, he'll want royalties):

When Rolls Royce engineer Paul Moorehouse first went public with his Alfa Romeo inspired Marlin in 1979, the prototype (566 URR) was two years old and well proven.

The car used the running gear from any Herald, Vitesse, Spitfire, GT6 or Bond Equipe, but mated to a purpose-built chassis. This chassis even catered for the Rotoflex rear suspension from later Vitesse and GT6s by virtue of additional drillings in the chassis box sections. This was in contrast to other kit cars of the time such as Gentry and Spartan, which retained the donor chassis.

The first chassis was laid down on 1st July 1979 and sold to a Simon Lister for the princely sum of £655 inc. VAT. Retrospectively known as Mark 1s, the all-Triumph-based cars had subtle changes in body and chassis design from the prototype. According to Paul Moorehouse's notebook of the



Marlins

time, the Mark 1s were divided, somewhat confusingly, into three types listed as:

Mk 1s - Chassis numbers 1001 to 1033

Mk 2s - Chassis numbers 1034 to 1057

Mk 3s - Chassis numbers 1058 to 1285.

The last Triumph based car (chassis 1285) was produced in June 1983, by which time the Mark II Marina based kit (number 2151 onwards) was well into production. Of the 236 all Triumph kits produced only 47 are known to have been put on the road so far.

The Triumph front suspension was always well regarded by engineers, so it was no surprise that Paul Moorehouse also built

engines, various Italian twin cams and even the Rover V8. This all makes for varied and exciting motoring.

Ben Caswell is collating information on the Triumph based cars, so if you have any new or old information or pictures, he would be only too pleased to hear from you. His telephone number **01322 553354**.

Visit this site for more info and a good collection of photos.

SPARTAN EUROPE

The second web site belongs to the Spartan Owners Club, its address is www.spartan-oc.demon.co.uk. This is a nice jazzy site with animated buttons and stuff, not a lot of text for me to borrow but plenty of pictures and links. One of the links is to the Dutch Spartan Owners Club, which turns out to be well worth visiting. Don't worry if you can't speak Dutch those clever sportscar loving people have provided an English version of the whole site - just click the Union flag.



Spartans and Hurricanes

hybrid kits using Triumph front suspension and Marina rear axle and suspension. However, it is not possible to pick these cars out from the records as they use the Mk II prefix along with the all-Marina-based kits.

Over the years, various engines have been used from the original Triumph four and six cylinder engines, Ford Kent and Pinto

This site does have a short history of the Nottingham marque and, you guessed, here it is for you (not just cut and pasted this time - I've had to improve the spelling and grammar):

James Alistair McIntyre is the man behind the "Gentleman's Sporting Carriage" as he liked to call the Spartan in his sales folder. As his name suggests, James originates from Scotland.

He studied medicine, but the country lost a future doctor, his passion for cars was the cause of him abandoning university and he started a small garage in a back street.

Like all beginnings, his was difficult. A box (that's what it says, a box?) and a bicycle were all he possessed. James learned the trade the hard way buying and restoring wrecks. During his time a lot of sportscars went through his hands, MG Midget, MGB, Morgan, Lotus, Jag, E-types, Aston Martin etc. Slowly business improved and he outgrew different locations. The earnings were not overwhelming and what came in was re-invested to a great extent, but it was a good training period. By around 1973 every nut and every bolt had gone through his hands from every sportscar, from Spitfire to Aston Martin. In his opinion the sportscars of that time were not built for a long life and he thought he could do better. That was the basic thought that led to the birth of the Spartan.



Brooklands Triumph specials day

His idea to offer a sportscar as a kit was not new at that time. There already existed kit cars, e.g. VW buggies, but in his opinion they were ugly and cheap looking. James's reasoning was, the customer does the assembly so I can deliver good quality material for a relatively low price for a kit with a pre-war design. A good quality chassis and an aluminium-clad body, totally assembled by the customer, who needed only the possession of more than one left hand to build a quality old-timer.

The start was in 1973. The first Spartans were based on the chassis and the running parts of the Triumph Herald and also the Vitesse. When the Triumph became hard to get as a donor, he developed his own Spartan chassis with the aid of Ford Cortina (Taunus on the Continent) running parts. The man who had the vision in 1973 to

import the Spartan in the Netherlands, is H. van Aalstede from Nova Import in Amsterdam. One tenth of Triumph Spartans, the Mk I, were sold by him in Holland.

I had no idea so many Triumph Spartan kits made their way to Holland. According to the Dutch Spartan historian there were 3000 Spartan kits produced in total, production of the Ford based car ended in 1995.

KIT CAR SHOWS

After many dark months now is the time of year we really start to look forward to the summer car shows. I've just had wind of a new event for kit car buffs. **On June 1st and 2nd the British Sports Car Festival will take place at Brooklands Museum, Weybridge, Surrey.** Already established for sportscar enthusiasts, the 2002 event will be the first to have a dedicated showing of kit cars. As

well as fascinating motoring and aviation museums Brooklands has a great motoring atmosphere. This has to be one not to miss, I was at an event here last year when a local kit car club had a few cars in attendance and they were allowed to blast their cars up the test hill, mega fun for drivers and onlookers. I can't promise that this will happen at this show, for further information call **01737 225857.**

Kit car shows at Brooklands are not new, for three consecutive years from 1992 I organised the Triumph Specials Day at this venue. All of the photos featured this month were taken at Brooklands at one of these shows. I'm tempted to do another one, combined with the June festival but it looks like I will be on holiday then so you will all have to go along without me and send me

a report. So you can check your availability here is a list and short synopsis of all the major kit car shows taking place this year:

March 9th/10th - Car Craft 2002 Stafford County Showground, Stafford.

Opens the show season, so all the manufacturers' new efforts are revealed after the winter break. There's also always a large amount of accessories stands at Stafford to keep the keen hands-on enthusiast happy, plus a good showing by a number of clubs.

Further information: **01737 225857.**

April 6th/7th - European Kit Car Show Kent County Showground, Detling, Kent.

There's always a fair cross-section of manufacturers' displays at this show, if not a huge amount of different makes on show. The club areas on the showground's grassland are always well worth a look and there's usually some sort of special attraction.

Further information: **01233 713878.**

May 5th/6th - National Kit Car Motor Show Royal Agricultural Showground, Stoneleigh, Warwickshire.

This is arguably the year's biggest kit car show. Inside the new exhibition hall, you'll find just about every serious kit car manufacturer, not to mention loads of accessory stands. Outside always plays host to hundreds of enthusiasts who've brought along their own kit cars, plus food stalls and family entertainments. Further information: **01775 712100.**

May 19th - Cheshire Kit Car Show



Capesthorpe Hall, Macclesfield, Cheshire.

Several manufacturers and loads of privately owned kit cars always turn up to make this a terrific day out at a lovely location. Lots of clubs attend too, plus a decent selection of side attractions.

Further information: **01332 690680.**

June 15th/16th - The Alternative And Kit Car Show - Newark and Notts Showground, Newark-on-Trent, Notts.

This is, to all intents and purposes, an outdoor event with loads of cars to see. You can also expect trade stands, autojumble, family attractions and more adding to the summer atmosphere. Additionally, there are a few indoor manufacturers' displays.

Further information: **01526 320721.**

September 14th/15th - National Kit & Performance Car Show Donington Exhibition Centre, Donington Park, Castle Donington, Derbys.

A massive kit car extravaganza which features loads of displays by manufacturers and accessory firms. One of Donington's major attractions is the track action which is totally unique for a kit car show - nowhere else will you find a top kit car show and a track day. In 2002 there will be a major effort to give kit car clubs a decent showcase, too. Further information: **01737 225857.**

Remember whenever you go to a show take your camera and snap all the Triumph specials you see, including your own, and send them to me - I'm desperate for pictures for the mag - you'll get them back.



FRENCH HOLIDAY TOUR

29 August - 4 September 2002

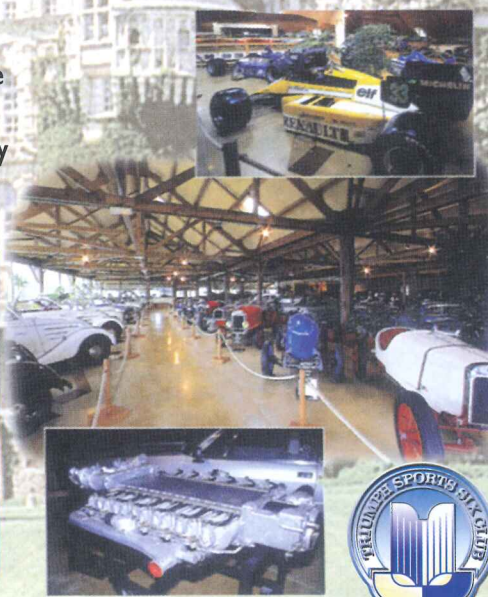
Provisional price £505 per person, based on two sharing car and accommodation.

- High speed ferry on Thursday afternoon from Portsmouth
- Overnight half board hotel at Carentan, near Cherbourg
- Three nights at Angers near the magnificent River Loire, the first with dinner
- Visits to Museums and Chateaux, see the troglodyte homes
- Wine Tours and Tastings
- Navigation Challenge Run along the Loire valley
- Two nights on the southern Brittany coast, the first with dinner
- Visit to one of France's best Motor Museums
- Optional chance to use a racing circuit for Regularity Tests
- 3 star hotel with superb food for Gala Dinner and Prize Giving night
- Four Dinners plus three free evenings for you to enjoy an a la carte dinner

Fantastic sights and scenery. The Chateaux of the Loire are world famous for their beauty and the southern Brittany coast has brilliant beaches with excellent water sports available.

Like minded company. Join other Triumph owners and enjoy your holiday meeting new friends (or old ones) with common interests, but also enjoy free time to get away if you wish.

Fully accompanied by an experienced Tour Director. Rally plates, Tour Guide, Prizes and lots of fun are all included. If it's your first overseas visit - relax, the roads are nearly empty and the food, wine, beer and petrol are all cheaper.



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Yimkin Herald

By Bill Davies

I thought I'd start this month with something a little different.

Last September I acquired a couple of interesting pieces of original

brochure artwork for the Herald 1200. Both of these items are said to have come from a Scandinavian collection. I don't recognise either of these pictures from any of the brochures in my collection, so it's quite possible that they never made it into print, or appeared only in a

foreign brochure or a magazine advert. The 1200 Estate is photographed outside what I believe to be the house of Alick Dick on Gibbet Hill Road in Coventry. The car itself has been completely redrawn

and a white border placed around it for (I presume) photographic reproduction print purposes.

The Coupe pictured is a lefthand drive 1200 - the steering wheel position isn't



obvious, but the handwritten notes on the back of the picture read "Bonnet Handle out, Wipers L.H.Drive" and I'm happy to take the author's word for that! The reference to the bonnet handle would suggest a date of mid 1961, while the steering configuration might infer that the picture was intended for a

foreign market. I'd be very interested if anyone can tell me if these pictures ever made it into a brochure.

Open wide!



Terry miles writes from Hackney "As children, my Dad always let us travel with ourselves out of the pull back sunroof. That was in the early 70s of course. Now we've 'Grown UP' we just still can't get out of the habit. This is my Herald 1200 74 HNP. We all love it. This is me with my Sister and Brother."

Yimkin Herald

Most of us have heard of the famous companies who tuned Triumphs, people such as SAH and Alexander, but I must admit that Yimkin was a new one to me. I recently found the following road test in the January 29th, 1960 edition of The Autocar.

"Among new British models introduced last year, perhaps the one that keen owners would be most tempted to tune is the Triumph Herald. It's advanced chassis design with four-wheel independent

suspension and first class road holding, steering and brakes make it particularly suited an increase in engine power.

The Coupe version offered for test by Yimkin Engineering had covered 8,000 miles, but as this included two Continental rallies, it's short life had been an arduous one.

Yimkin Stage II modifications for the 948cc engine have included a considerable amount of work on the cylinder head, and air-flow methods of improving port shape are employed. The combustion chambers are enlarged around the inlet valve seats, their surfaces are polished and the compression ratio is raised from 8.5 to 9.3 to 1. Inlet valves 1/16in oversize on the head diameter are fitted and the valve guides are ground flush with the valve ports, the inlet ports being opened out and polished. Two S.U. carburetors of 1 1/4in dia. Are fitted as standard to this engine for the Coupe (actually 1 1/8in) and these are replaced by 1 1/2in instruments. Each is connected to a siamesed inlet port by a long straight pipe bridged by the usual balance duct. An asbestos shield insulates the carburetors from exhaust pipe heat.

Exhaust gases have a free exit through a gently curving four-branch manifold to a single tail pipe and straight-through silencer, the same as is fitted to an Austin-Healey Sprite. Harder plugs have been found necessary, K.L.G. FE220s being supplied. Fitted and tested, this conversion costs £73.

What does the enthusiast get for his

TRIUMPH Herald 948 & 1200 Register

money? The acceleration is improved, as shown in the performance table, and this is more marked at higher road speeds – the 0-70mph and 50-70mph times are improved by 10.8sec and 8sec respectively.

From 50mph upwards in top, the increased torque is most apparent. Standing start acceleration figures were affected by wheelspin on a slightly damp surface, and by some clutch slip after upward changes.

Only at very low engine speeds is pick-up inferior to that of the standard car, and generally flexibility is good. There is a slight flat spot at an early stage of the throttle opening. The chief criticism is of harshness and noise. This engine, as used in the Standard 10 and Pennant and

the Triumph Herald, has always been notable for its smoothness, but with this conversion its refinement is much reduced at all speeds. Exhaust noise, too, is excessive, and in towns it is necessary to keep revs down to avoid causing offence.

Effects of the rather high transverse flexibility of the engine mounting rubbers have been countered by fitting a tie between the right side of the front suspension cross-member and the engine.

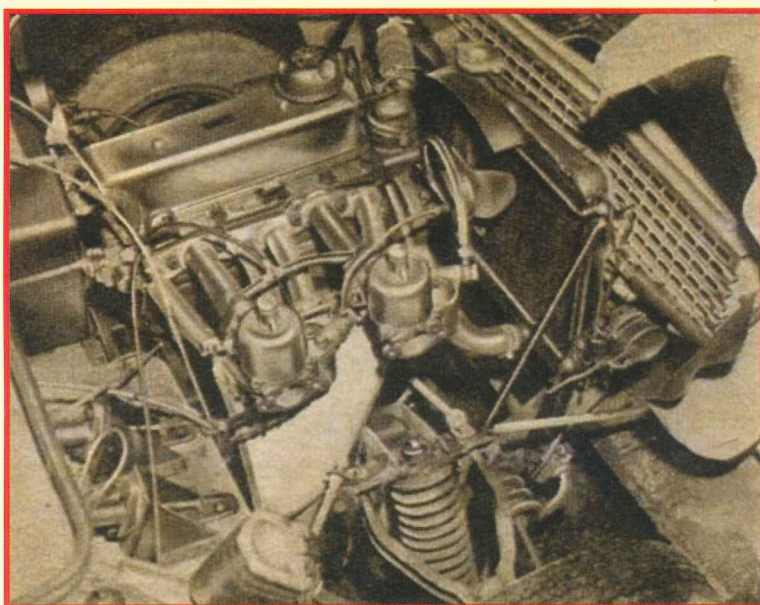
The car can be cruised comfortably at a true 75mph, but above this speed there is vibration through the steering, indicating that the front wheels will certainly require careful balancing.

Maximum speed runs were terminated by engine trouble, and later attempts were marred by plug overheating, causing pre-ignition. Maximum revs are not increased by this conversion, so that the speeds at which valve bounce begin in the indirect gears are the same as with the standard car, namely, 22, 38 and 65mph respectively. The gear box, with its short central lever, was a delight to use, but it was felt that if second gear

had been a little higher better use could have been made of the increased torque for acceleration.

Fuel consumption, including hard driving and town work, was 29.1mpg for a distance of 189 miles, which did not include performance testing, and there was no pinking using premium fuel. The engine always started readily whether hot or cold, and it used one pint of oil in 300 miles.

At no time were the brakes found to be inadequate for the increased performance and they always slowed the car squarely and without fade when applied hard from high speeds. Standard linings had not been exchanged for a harder type.



It was a pleasure to experience once more the Herald's fine steering and cornering qualities. The high-g geared steering was light and accurate, and corners could be taken very fast on wet or dry roads with complete confidence. Equal tyre pressures front and rear (24lb sq in) gave the best handling, though this made the steering more lively than with the maker's recommended front pressure of 20lb sq in.

Externally this prototype conversion was not of a high standard of finish and detail, but production conversions for customers will have the manifolds aluminium sprayed."

I don't know if Yimkin produced many of these modified Heralds, but bearing in mind the more polite style of journalism of the 1950s and 1960s, the report is less than complimentary. Any survivors out there?

PERFORMANCE DATA

Acceleration from rest through gears to:	Yimkin Conversion	Standard Coupe*
m.p.h	sec	sec
30	5.6	6.1
40	8.5 1	0.1
50	12.5	15.5
60	17.1	23.2
70	25.9	36.7
Standing start quarter-mile	21.2	22.4
10 – 30 mph in 2nd	4.4	5.2
10 – 30 mph in 3rd	8.8	9.1
20 – 40 mph in 3rd	7.7	8.8
20 – 40 mph in top	15.6 1	4.4
30 – 50 mph in 3rd	7.8	9.6
30 – 50 mph in top	12.8	14.7
40 – 60 mph in 3rd	9.7	12.5
40 – 60 mph in top	13.6	17.9
50 – 70 mph in top	16.1	24.1
Maximum speed:		
Mean m.p.h.	80.7	78.8
Best m.p.h.	84.0	80.0
Overall fuel consumption m.p.g.	29.1	33.2

*The Autocar Road Test, 1 May 1959



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MGenthusiast
magazine



By Derek Giles

The car was purchased **NEW** in Huntingdon and first hit the road around the 17th Nov 1970, when with the registration **NEW 693J** Mr and Mrs Beaton **KNEW** they were on to a good thing. Yes, that's right, **ONE OWNER** from **NEW** for **NEW**. If you look carefully at the bill of sale you will see just how little it cost to drive away one of our wonderful cars in those heady days of the '70s. None of those **ON the ROAD** prices then as it was all laid out for us to see just what we needed to budget for. The one thing that those of you who are not old enough to remember is Purchase Tax which as you see added about 30% to the cost, not only to cars but to anything we purchased (already in the price of any extras). This Tax was brought in to pay for the war which as far as I can remember (from history lessons) **NO** I am **NOT** that **OLD**.

In the years since then Ken tells me that **NEW** has in reality had little major work done during its 71,400 ml journey through life.

had little major work done during its 77,400 mi journey through life.

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Engine No. GE 80645 HE
Regd No. NEW 693T

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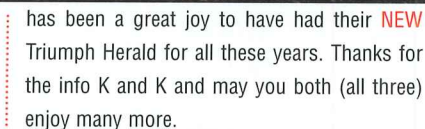
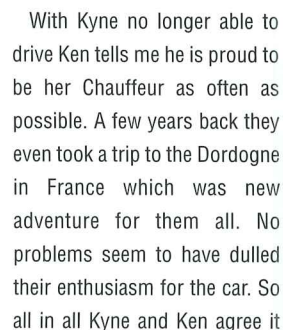
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OILS WELL

I had a letter and IVR from Tim HADLAND in November who is doing a Marine engineering course at Newcastle University, asking if I had any thoughts on the **BEST OIL** for our cars. This was prompted by the fact that when he got his 13/60 Estate, JTD 607K, it was using a fully synthetic oil. This Tim describes as **VERY THIN** and was changed at service for Duckhams Q20-50 (like fairy liquid) much more like **REAL** oil. I passed on my thoughts on this matter to him but I wonder if any of you out there have any suggestions as to the best type to use in our engines that I may pass onto him. It would also help him in his project on Engine Lubrication next year and give me some feed-back for a further write-up.

See what you can do.

On the subject of lubrication I think we all know of the famous/infamous rattle our engines are renowned for on start up (death rattle) sounds like a bag of gravel somewhere. This is due in most part to the oil draining from the top half of the engine when it has stood for some time. My findings seem to point to the filter being empty which means the pump has to FILL IT UP AGAIN before feeding the rest of the engine. The filter is to fitted with an ANTI-DRAIN Valve which should in theory stop this happening, BUT ROT IN ALL CASES.

I have found that old or new a fair few filters (About one in five - 20%) are prone to this. The problem can be identified with a simple if silly sounding method. I check all filters I buy to try to cut out the fault. Obviously NEVER take for granted what it says on the box - ALWAYS check it looks right for size and connection thread. Then while it is out of the box check if it works as far as anti-draining goes. To do this (make sure it's clean) BLOW HARD through the CENTRE HOLE and see if any air comes out of OUTER ring of holes - this should be VERY MINIMAL or NONE to show the thing is working. If in doubt try another one. DON'T

buy it if you are unsure. SOUNDS SILLY and you do get some funny looks but who, cares just so long as you don't buy a filter that is less than perfect. Whilst on the subject of filters here is a list of some to look out for at auto-jumbles etc.

Remember **NEVER TRUST** the box label as sellers do get it wrong sometimes.

FRAM:- PH 2869

HARMO:- S 858

T/J :- FB 2073

CROSSLAND:- 595 (with adaptor) or 670

CHAMPION:- D 102

HALFORDS:- HOF 209

There will, of course, be others around plus some own brand ones from the likes of Unipart and Partco and some of the major Triumph specialists have varied supplies which may be less easy to check. I don't know if size matters but you will find various lengths and diameters, just be happy with what you buy or stick to what you know:

One last thing on this subject, I try to use only FRAM or CROSSLAND as I have found them to be among the very best (albeit more costly) with a lower rate of failure. I also change the oil and filter at 5000 ml intervals. The oil being either Duckhams (if I can find it) or Halfords Standard Plus 15w 40 with a can of STP oil treatment (cheap at autojumbles or discount shops) added each time. Being a creature of habit on certain things I have done this since my TR3 days In the late '60s. (Bring back the days of CASTROL 'R' what a lovely SMELL).

CHEERS for now and happy motoring,
Derek



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Vitesse Buying - Dutch Style

By Mac Reynolds

Hi!... another month passes!



Time has wings indeed! I have passed the half century (back in December) thanks to all who sent cards or whom attended the weekend long celebrations (from Friday night to Sunday evening... a brilliant

was a complete surprise... all credit to Sue (Wonderful inspired idea... Thanks)... and strange as it may seem... I ended up with a weird wine bottle opener/corkscrew, that was left behind... doesn't that always happen ! ?... (anyone want to claim it ?) and thanks to Lewis for the Workmate... love the aged patina !

A rather short register this month (perhaps to match the shortness of the month itself) due to the normal... socialising too much over the festive season, too many late nights, and many miles travelled to see Sue's parents in Shropshire, so time has been short, followed by shorter nights, followed by much weariness...

I'll kick off this register with a couple of photos that are close to my own heart (or should that read Vitesse ?)... the first I took



time was had by all especially me !! another masterpiece of a cake from Steve and Mandy (owners of NCO)... good to see Ian & Jane (not forgetting Belle... xx) and Graham and Karen... the whole party, if that's what you can call it?

myself at Stafford this year, of Damien Rainey's Vitesse Convertible's Boot! (it was for sale... and came runner up in the modified class) but the point of interest is... Yes... the Spitfire petrol tank, how neat it sits behind the seats giving a very much enlarged boot area and more to the point for me, No filler cap sticking out of the rear wing a much more tidy option... (did you sell the Vitesse Damien? update please ?) - the next photo was sent to me back in 1993 by Karl McLean (from Mersyside)... I



wonder... do you still own FW13 403H?... but your modification was to use a tank from a 13/60 estate which again gives that wider payload and flattens out the boot, but does in this instance retain the side / wing filler both interesting in their own rights looking through my old files (from day 1) just made me realise how important and interesting all your letters are when browsing through I could instantly remember your comments, photos, handwriting, and Vitesse... absolutely wonderful (that's the one thing with e-mails it's not quite so personal no pen to paper, no licking of the envelope/stamp or

walking to the post office! there is something lost!) Right ... A featured Vitesse !... and the story written by her owner Rutger Kwant (Netherlands)...

"Something I've been wanting to do for a long time... finally got round to it, sending my IVR to the TSSC! Well here it is with greetings from Holland.

In addition to the IVIR and a copy of the BMIHT certificate here is a little more background info on my Vitesse MKII or how a wild idea became reality. I would really like to dedicate this article to my wife Gea, my brother-in-law Albert and my friend Martin, who I dragged into this little adventure of mine

Let me first introduce myself, my name is Rutger Kwant and as you may have guessed now I am not British but a Dutchman. I became a TSSC member last year when I was expanding my interest in Triumph cars. What do I mean by that? Well, my wife and I then owned a pretty yellow Spitfire 1500. We liked it very, very much and enjoyed driving it a lot for a good three years. Together with the (Dutch) Triumph Spitfire Club, we visited Stafford in 1997, which we thought was very enjoyable.

But, an idea had started to grow, another car was what we needed. Our 1980 Spit was too young for quite a few very interesting events like historic rallies, we would like a little more power and a little more room because my wife and I were working on a little family of our own. After a lot of hard thinking and

TRIUMPH Vitesse Register



dreaming we came up with the perfect answer; it would have to be a Triumph (of course) Vitesse Convertible. The best of many worlds? And why not go for the ultimate Vitesse, the powerful rotoflexed MKII! O.K., so now we figured out what we wanted, how does one get hold of one? Not even 3500 of these cars were ever built, the last one in 1971. This one was going to be tough as it soon appeared that these cars are very rare in Holland.

After checking out some of the very few cars we came across in Holland, which in most cases offered to little quality for their price tags, we thought it might be interesting to check on the situation in the Vitesse's country of origin.

Hence the TSSC membership.

This proved to be a lot more promising in the availability department! Through magazines and the TSSC adverts, I found there are still quite a few of these wonderful cars left in the UK. Now what to do?

It wasn't very long before I would visit Britain to go to the world famous TT races on the Isle of Man together with my brother-in-law Albert and my friend Martin (a colleague of my wife Gea). Why not combine this with a little Vitesse quest? But what does importing a car from England to Holland mean? Having absolutely no experience on this we would have to do a little research. It took a while before we had answers to questions like "How are we going to pay the vendor?" (I don't fancy walking around with a few thousand pounds worth of cash in my pocket for a long time and also risk losing double commission when I'm not going to need it, do you?) But just before we were to start our trip all questions were answered.

Luckily Albert and Martin didn't mind to spend some time on this quest. A few cars were inspected and driven along our way to Liverpool. In Alcester near Stratford-upon-Avon, I found WPW 1 07H, owned by Wendy and John Mills. Not exactly love at first sight with its rather distinctive turquoise metallic paint and white hood but it drove just great and it was sound enough for its price tag. Having an overdrive and brake servo fitted was also very tempting. So one and a half weeks later we drove home in it

through the tunnel, France and Belgium all the way to Deventer in the Eastern part of Holland without any problem! Although I must admit that driving an almost 30 year old unfamiliar right hand drive car for hundreds of miles through rain and darkness with my sunglasses on was quite an exciting experience. Sunglasses? Oh yes, my regular glasses were broken due to a head on collision in my brother-in-law's company car with a large pick up on the Isle-of-Man but that's another story! All in all, it was a holiday we'll never forget!

Now being registered as AE-10-61 we've thoroughly enjoyed our Vitesse so far. Since we bought it, it has been uprated with things like Spax shocks all round, a Spitfire 1500 steering rack (heavy on parking but very direct) and ditto front anti roll bar. Last winter the rear suspension and engine have been

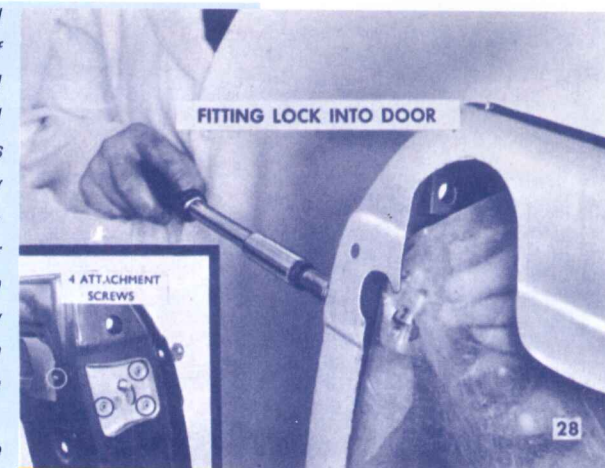
completely rebuilt including fitting a lead free head. It has been entered in quite a number of historic navigational rallies such as the International Historic Tulpenrallye which some of you may know. The Vitesse is a great rally car, being compact and pretty quick. It looks fairly innocent with its Herald like looks but it can eat up Big Heals en route! And being pretty rare, it always attracts attention. Its far from original, no longer having its first engine, gearbox, differential and several other mechanical components as well as its body and hood colour, but who cares? We just love this little car and hope to do so for many years to come! So there you have it. Hope you can make good use of the info. Keep up the good work!

Many thanks for that Rutger (via Dick IVR register extraordinaire) I love the line "But who cares,? we love this little car !!! after owning my first Herald back in 1969 boy do I know how you feel and our monthly Door fitting instalement !,

And to complete this months register... when we visited Sue's uncle Trev recently... in East Grinstead... whilst in WH Smiths I browsed through a local book 'Images of England, East Grinstead and its Environs' (as you do !) and there in its pages was a photograph of a 1600 Vitesse... looked like a powder blue/white stripe (black and white photo) Saloon reg no 2025 AP... it had a dent in its back bumper/valence back then !

I wonder... is it still alive today ?...

this month I will leave you with a wonderful statement... thought for the month "We do not stop playing because we get old, We grow old because we stop playing" !...



FRAME 28

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so just keep on playing with that Vitesse Thanks Take care Cheers. . .

Mac

Ps ... Wow ! love the new Courier binding excellent

PPSI!... I recently had an e-mail from an old friend... Adam Egland-Jensen... (shock... Horror !) he is downloading some of his six cars... so has a Vitesse Estate up for grabs!!... it has a modified MKI engine running on 3 HIF4s with a 6 3 1 extractor manifold and a TR5 cam... about 120 bhp and sounding gorgeous!... yes I know Adam... and if I had 5 grand to spare (and the space) I would bite your hand off!!... so anyone interested... e-mail me asap... or be dissappointed!...this is a superb car!

Finally I need to sit in a quiet room ...take stock of all the information that you good people keep sending me, and log it all in an orderly fashion... tomorrow maybe!... bed becons

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GB222	SPITFIRE Mk IV/1500	£34.00
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BP 300	GT6/Vitesse 2.0	£33.50	BPC 300 £50.00
BP 400	4 Pot Calipers	£46.50	BPC 400 £75.00



MkIII Changes

By Brett Dennis

Many thanks to David Crapper for sending me the photos of his excellent restoration of 61 EFH.

TRIUMPH Spitfire I-II-III Register

A Spitfire 4 MkI, commission number FC21728. David writes in his letter, "Perhaps some day, when Spitfires are as collectable as Morgans, my sons will see the results of my outlay!" All that 61 EFH requires now are two 'B' post caps." If anybody can help, please contact me.

The competition between BMC and Triumph had been hotting up ever since the intro-

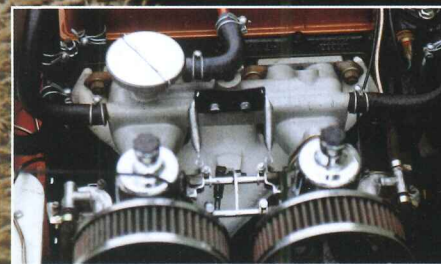


61 EFH before Restoration

duction of Spitfire in 1962. In 1966 the 1.3 engine Spridget was released. The MkIII Spitfire went into production early in 1967. American law now decided the look of the new Spitfire. The front bumper spanned the front grille opening. This was the first Spitfire to have permanently fitted soft top, which could be folded behind the driver. Also a wooden dashboard found its way into the cockpit. But the most important change must be the enlargement of the engine to 1.3 litres.



61 EFH after Restoration



The new engine capacity was achieved by providing a 73.7 mm instead of 69.3 mm cylinder bore. The cylinder head was a mass-production version of the eight-port design first seen on the racing Spitfires in 1964. Peak power quoted a 75 bhp at 6,000 rpm. SU

FD1

7031		Indicator Panel Plinth
1148	1967	Dynamo Pulley
13981		Sunvisors/Hood Catches
16351		Valance Kit
16482		Standard Handbrake
21967	1968	Cooling Fan, Dynamo
24043		Enlarged Door Locks
29587		Hood Beige Interior/Frame
30784		Dash Top
34006	1969	Front Sealing Block
48653		Radiator Core
80521		Plastic Grille
81056	1970	Tail Lens
89096		Rear Wheel Cylinder

carbs with 1.25" inlet diameter had been retained from the MkII but there were now cast inlet and exhaust manifolds, the tubular manifold used on the MkII had been abandoned because it was too expensive to produce.

Because of the now larger engine capacity, larger front brake calipers were specified. Other noticeable changes were a 15" sprung-spoke steering wheel, negative-earth electrical system and reversing lights as standard.

The MkIII had minor detail changes through its life (as you can see in the list) until 1969 when the car was given a 'freshen-up' to keep the Spitfire selling well. This all happened after commission number FD75000.

FD75000: Spitfires have many changes including, zip-out rear window hoods, 4-5" steel wheels in silver, matt black windscreen surround, different badges, sporty steering wheel and knee pads.

The MkIII finally dropped out of production at



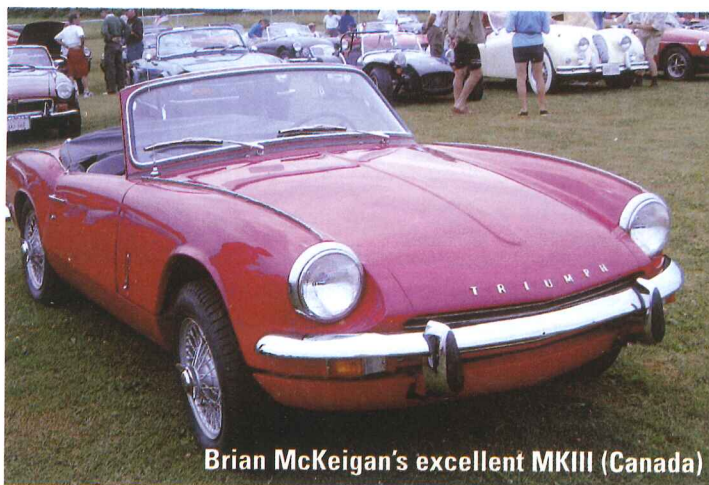
Sidelight Plinths

the end of 1970 to make way for the all new Spitfire MkIV.

By FD7031 more MkII bonnets were produced than cars, so to fit the new single front light units to the old stock bonnets, Triumph produced aluminium plinths. There are a number of these bonnets still in existence today.

FD11148. The Dynamo pulley was enlarged to help produce more current. FD13981 the Herald-type hood catches were replaced with a simpler design which helped to seal out the rain. Also the optional extra sunvisors changed. FD16351: The cardboard

engine valances were now an optional extra! FD16482: The fly-off handbrake was now deleted. FD21967: The cooling fan for the dynamo is enlarged. FD24043: The anti-bust door locks are modified and enlarged. The door shells were strengthened at the same time. FD29587: The hood frame and the interior of the hoods were initially beige but both were now black. FD30784: The space between the wipers lengthens, to try and clean more windscreen area. FD34006: The front sealing block has two more bolt threads fitted to help solve leaking problems. FD48653: Radiator core changed to help improve cooling. FD80521: Aluminium grille replaced with cheaper plastic one. FD81056: Different stop, tail light lens adopted, which



Brian McKeigan's excellent MKIII (Canada)



New Foldaway Hood

have a larger brake light area. FD98096: The rear wheel cylinder was reduced from 3/4" to 5/8".

The Spitfire MkIII had been available for four years and by that time 65,320 had been produced. The 100,000th Spitfire produced was a Spitfire MkIII, a Jasmine Yellow UK model driven off the production line in February 1968.

Where is this car now?

I am afraid, like Carl Heinlein, I feel that it is time to pass on the reins of the Early Spitfire Secretary on to someone else. If you fancy taking up the challenge, please contact Peter Williams (General Secretary) at the Club.

So, next month will be my last article on SAH Stage II engines.

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RUBBERS SEALS HERALD/VITESSE

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Inner weather strip	£4.00
Pedal rubber	£2.50
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Header rail seal	£6.50
7 in. headlamp seal Herald	£2.95

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Answers!

By John Thomason

TRIUMPH Spitfire
 IV/1500 Register



This month's photo, which also features on the front cover is sent in by Theodossis Papathanassiadis, or Theo for short!, from Athens, Greece. The photo features "Hermes", Theo's Spitfire 1500 which he has owned since 1990. The car has had a fair number of modifications that Theo reports allows it to keep up with modern traffic.

A stage 3 cylinder head, tubular exhaust manifold, twin silencers, K&N filters, a Kent 83 Road cam and lightened followers give the car 88 bhp at the wheels. Other mods include a full width 3 row radiator, a Kenlowe fan and oil cooler – all essential for spirited driving in Greece! The photo was taken on the island of Cephalonia, (mentioned a lot recently as the setting for the movie Capt Corelli's Mandolin) and makes us dream of the sunny days of summer with the top down



However the other photo brings us back to reality and is probably more typical of the weather here at the moment! Believe it or not it is still in Greece and features a gathering, just outside Athens, of the very enthusiastic Greek owners club which has their own web site www.triumph-club.gr.

Quiz Answers 2002

Below are the answers to the Christmas quiz – I hope it didn't give you too many headaches!. The winner with the most correct answers (21) was Peter Porrelli who wins the Autoglym polishing pack. Congratulations – no excuses now for not having a gleaming car. !!

1. Apart from the sills are there any body panels common to all Spitfires. **Heelboard and cross member. There are a number of other panels that are similar but had different hole pressings eg. rear inner wheel arches that had different seat belt fixings. There were also numerous brackets such as the bonnet cone receiver, and the front and rear chassis mounting brackets to name a few.**

2. Name 2 components common to all Spitfire engines. **Quite a few here – oil pressure relief valve and housing, engine back plate, distributor pedestals, valve collets, timing chain and cam timing wheel to name some.**

3. As of 1st January 2002, how many paid up members are there in the TSSC to the nearest 100. **11,800 members**

4. In what year did the TSSC HQ open at Lubenham? **1991**

5. How many different original shades of red has the Spitfire been available in? **5 - Signal Red, Damson Red, Pimento Red, Carmine Red, and Vermillion.**

6. Name one of the drivers who raced in the 1965 Les Mans in one of the works Spitfires. **David Hobbs, Rob Slotemaker, Bill Bradley, Peter Bolton, Jean-Jaques Thuner, Simo Lampinen, Claude Dubois, and Jean-Francois Piot**

7. What was the first works Spitfire. **The original prototype Spitfire 412 VC later became the first works Spitfire.**

8. When was the last Spitfire officially built? **August 1980**

9. How many engine/bell housing bolts are there. **There are 15 holes used for, 1 dowel, 3 studs, 2 starter motor bolts and 9 bolts.**

10. What is the most used size of bolt on the Spitfire. **3/8 UNF**

11. What is Bill Sunderland's job !! **Good Question! - Bill is the Club Manager**

12. What colour is the Spitfire 1500 in the Clubs Museum. **Vermillion**

13. In what competition did the works Rally cars first make their appearance with the fast back roof? **Tour de France – Sept 1964**

14. Where was the Macau Spitfire shipped to when it left the factory. **Hong Kong**

15. What was the colour of the first Spitfire? **Signal Red**

16. With which other car did the Spitfire 4 share its windscreen? **Triumph TR4, TR5**

17. Were the seats of the Spitfire and the GT6 ever the same? **No.**

18. What is the function of a night dimming relay? **To reduce the intensity of the brake lights when the lights are on.**

19. In which year were the most Spitfires produced. **1964 when 23387 Spitfire 4s were produced.**

20. On which model did the front indicators of the Spitfire change from being round to rectangular. **Spitfire Mk3.**

21. Why was the Macau Spitfire painted Silver and Black, instead of British Racing Green? **Walter Sulke wished to race in his German National Race Colours**

22. How many 'Courier' Editors have there been? **Two, Bill Sunderland & Bernard Robinson**

23. What was the address for the TSSC H.Q. before it moved to Lubenham. **121B St Marys Road Market Harborough Leics.**

24. The Triumph 'shield' was based on a simplified adaptation of which mythical creature's 'wings'? **The Griffin**

25. What telephone number was used for Standard Triumph Sales at Berkeley Square, London West One? **GROsvenor 6050**

26. Did the Spitfire share any body panels with the Herald? **Yes the Rear Inner wheelarches**

27. Who opened TSSC H.Q.s new show room in 1999 **Harry Webster**

28. Which corporation donated the 'Earls Court' cut away show chassis to the TSSC museum? **Corporation of London - Road Safety Centre**

29. Which model of Club car was named after a Managing Director's 'yacht'? **Alick Dicks yacht the 'HERALD'**

30. To where would you 'turn left to' when testing the Triumph Herald? **Tangier**

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Register Roundup

By Colin Lindsay

Hi all, and Greetings from Northern Ireland!

Now that Christmas is over I trust Santa brought you everything you asked for; alas a concours MkI wouldn't fit down my chimney but he made up for it with a few bits and pieces to keep SAL motoring for another while. Unfortunately

looking helplessly out of the rear window and wondering what I'm going to hit! The only things gritted round here are my teeth ... Andy Rayner of Canterbury answered my request for interesting breakdown stories with his near death experience in a MkII on the A2:

"I was delivering the car to the paint shop when suddenly and without warning, the newly reconditioned diff seized up ... To find oneself on one of the busiest roads into



Too Much Snow!

this time of year also brings snow, and rather too much of it for my liking - I had to turn back from a Club outing last Saturday when the lack of ABS became apparent on two occasions! Living on top of the hills, there are five very steep gradients between me and the main road and twice I've gone down backwards, sliding gently down completely unable to stop. It's not a nice experience,

Canterbury, behind the wheel of a car that was doing high speed pirouettes could normally be considered an underpant soiling situation! I recall feeling quite calm, but I was aware that a tourist coach was heading right for me, that I was on the wrong side of the road, and that if I couldn't regain control I was going to hit the kerb which would almost

certainly cause the car to roll over and down the embankment. I wrestled furiously with the steering and not only managed avoid hitting either the coach or the kerb, but managed to induce the car to steer the other way, straight for the kerb and embankment on the other side! Eventually the car stopped - right in the middle of the road at an angle of 45 degrees across both lanes. Both the car and I remained intact, and my underwear had remained unstained ... " Andy then had

to undergo the squirmingly embarrassing wait for the breakdown services whilst watching drivers scream past at 60 mph - which he states was more frightening than the near accident although a surprising number of drivers did offer help. The police then arrived, and in that wonderfully unflustered manner they all seem to adopt (crawl, crawl) directed traffic whilst still managing to chat about the MkIII Spitfire one of them owned. This experience was so stressful it put Andy off driving his GT6 for a whole 24 hours (or however long it took to get the diff replaced!!) but in true devil-may-care style, Andy was

able to take a proprietary pride in the impressive skid marks which remained for several months ... I had a lovely set, almost as good as that, when I once tried rallystyle left foot braking ... the left foot not being as sensitive to the brakes as the right gets accustomed to be, I braked too hard, then panicked and tried to put the clutch in, except the clutch was actually the brake and the brake was actually the accelerator so I was standing on the brakes and the accelerator at the same time with the car still in gear and skidding down the road!! Needless to say, I never tried that again ... but can anybody top Andy's experience? I've recently invested in the latest Macintosh operating system for my computer - actually, I've been spending so much time in the study recently that I almost expect the GT6 to tell me "your Triumph has detected a new gearbox and is locating the software for it." Sadly, logic and computers don't go together, so it was no surprise when the new system wouldn't import e-mails from the old program, telling me that in fact, the old program was newer than the newly installed one. Work that one out! I don't think I lost many

messages, being quite up-to-date, but I do remember one member (Robert?) asking if it is possible to balance a propshaft by use of a large hose clip. It is, and it's really just a case of trial and error by constantly moving the position of the clip on the propshaft until the vibration goes away. This is one problem that SAL has manifested recently despite my outlay of £30.53 to balance the propshaft, so I'll be interested in any hints or tips from the experts. I've had two enquiries about Club cars from former owners, the first coming from Ed Marston of Cambridgeshire concerning an early MkIII registered RN 446K. Ed discovered the V5 and other documents relating to this car in a box of spares, and the original bill of sale relates that the car was sold through Berkeley Square Garages, London, to Sir Richard Thompson, MP of Ashford in Kent in September 1971. A rather distinguished start to this model, and if it still survives Ed will forward the paperwork. Ed also owns PAM 718M, a MkIII I remember well from Stafford and which I think I might even have video of. PAM won 'best paintwork' in 1990, and Ed would be grateful for copies of photos or



Is it still around?

Courier articles which feature the car. Send 'em if you got 'em! Nick Vass from Salisbury has also been in touch concerning his first MkI, JTT 778E, and wonders if it is still



Nick Vass's projects

around? This car was sold in 1987, however Nick has been storing his brother's MkII, LAF 669F, and planned a restoration once a suitable workshop was located. After locating a small workshop - 75' by 25' complete with courtyard and peacocks(!) - Nick set about reinforcing my theory that the number of Triumphs owned at any one time is equal to the available space, plus one, and so ended up buying 'loads of projects' ... most of these were acquired during the search for a replacement bodytub and turned out to be too good to break, so were sold on; however Nick retained UGC 402F, a blue MkII

now approaching completion. In addition, he also has a Spitfire MkII which provides 'loads of fun', a Herald 1200, a Herald Estate which his brother uses as an everyday car, a boat, a new teaching job, and a first child on the way! There's just no limit to what some people will inflict on themselves... Nick sold a brown MkIII, CDU 117K to 'Derek from Yeovil' but without the V5 and a few spares, so if Derek can get in touch these will be forwarded on. I've been enjoying SAL on the open road recently so I'm reluctant to

start any more work, but in addition to fitting a new gearbox tunnel cover I need to discover why the main beam warning light is so dim as to be nonexistent. I've fitted an oil cooler which seems to be behaving itself, and an alternator conversion is on the cards - simply because I have one! It will all have to wait, though - next week is the dreaded MOT! Here in Northern Ireland we can't just drop into our local garage but must attend a Government-run Driver and Vehicle Testing centre by appointment; it's a production-line style operation and of course they can't repair vehicles on the spot so a failure means another appointment which can be up to six weeks away. It's always nerve-wracking, particularly the machine which lifts car and driver off the ground so they can test the bearings! I'll let you know how we get on - see you next month, with or without an MOT..

Colin

UGC 402F is now nearing completion



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Project Bonio

Part Deux: The Wilderness Years

By Jonathan Binnington

My computer broke and I couldn't see where to put the spanners!

It's about 2 years since I last wrote on this subject; work has been progressing steadily. I left off the last thrilling episode, having broadly completed the rolling chassis (the easy bit), and making preparations to start

extremely professional conversions and all solving installation problems differently. Often there is no single 'right' solution to a given problem, adding to the interest of building such a vehicle. The idea to sprint or race bonio has grown in my mind, rules and funds permitting. The Birkett Endurance race appeals and although I haven't the driving skills or the competition

2.5i Spitfire up against full-race 1300 Spitfires and 21 GT6s?

As far as I know, the rules require a full roll cage for cars with this capacity engine (more of which later) in addition to other safety measures which can be built in as work progresses (fire extinguisher, harness, external kill-switch etc). As with many home build projects, Bonio's



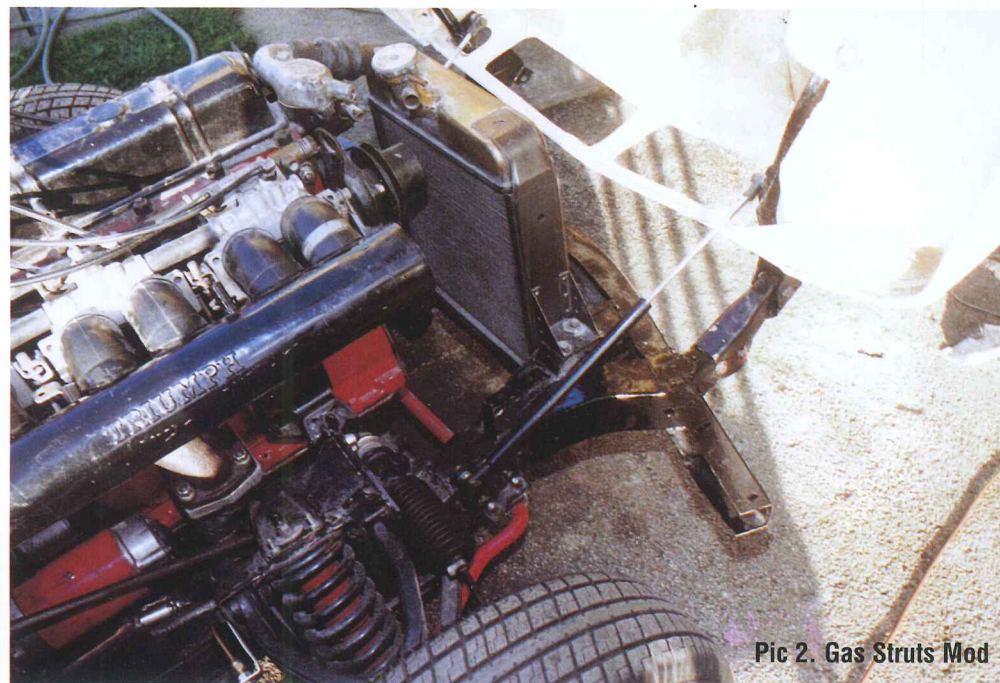
Pic 1. Completed Bonnet

work on the shell.

Over the summer I have had the pleasure of seeing some other 2.5i Spitfires, some being

licence to drive myself, there are people who have... Wouldn't it be interesting to see a lightly tuned road-legal

progress depends on two vital resources: spare cash and spare time. Often I've got one or the other, but not always



Pic 2. Gas Struts Mod

both! I'm still aiming at a spring 2002 finish date, although with Christmas only one month away as I write, deadlines may slip.

Progress since the last update is as follows:

Bonnet. Picture 1.

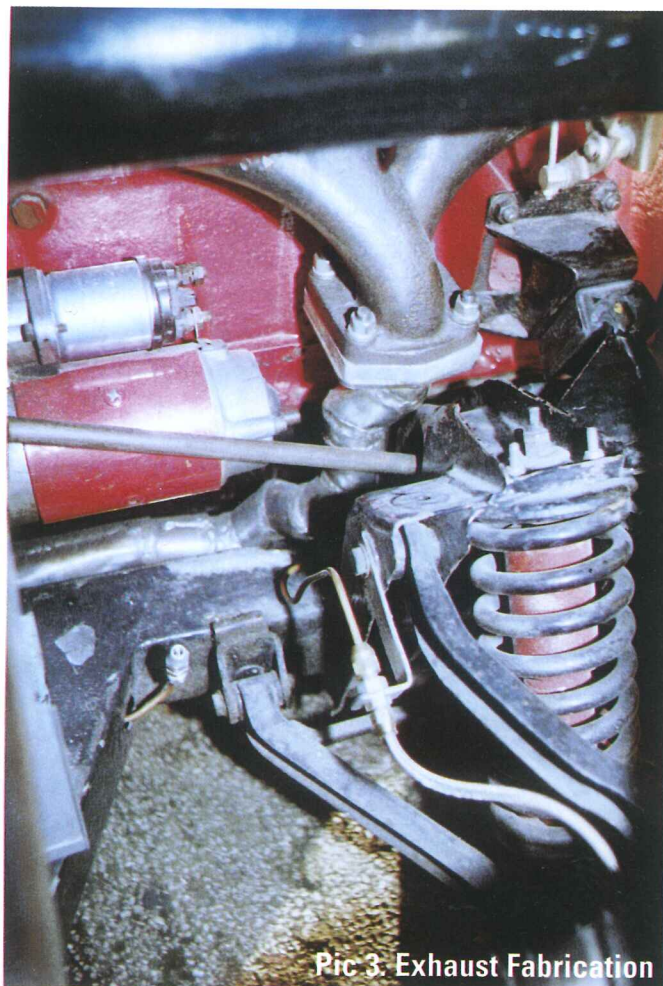
Honeybourne Mouldings (Alcester, Worcestershire) were able to supply a kit of parts to convert a glassfibre Spitfire bonnet into a GT6 bonnet complete with frogeye light pods and Le Mans Spitfire side grilles. It was a relatively straightforward job to build the parts into the bonnet, although I thought long and hard before taking an angle grinder to the bonnet to cut out the hole for the GT6 bulge. I also found that a mini bulge was needed on the bonnet to clear the fuel injectors. I used a PET fizzy drinks bottle as a mould to produce a tear-drop fairing to clear the front two injectors. Other people have also come across this problem and solved it by modifying injectors and juggling with engine mounts, yer pays yer muny an'yer teks yer choice.

If you look at **Picture 2**. You will see how I welded brackets to the chassis, in front of the steering rack mounts, to take gas struts. Similar brackets were

welded onto the bonnet support tubes, close to the pivot points. The result is a self-supporting bonnet that opens fully without the struts getting in the way. A better installation than I managed on my infamous yellow GT6.

Exhaust. Picture 3.

Exhaust System. This is the labour of love bit. I wasn't happy with my first attempt at fabricating an exhaust system. It was abandoned after a weekend's work reduced a 6 metre length of 38mm stainless pipe to two willowy



Pic 3. Exhaust Fabrication

downpipes and a heap of scrap. The problem was that the hydraulic pipe bender I was using could not produce tight bends and the pipe would kink if too much of a bend was attempted.

Later, I made a 22 1/2 degree mitre box out of 4 inch steel channel and fabricated a pair of 38mm downpipes for the TR6 exhaust manifold, tightly contorting to clear the chassis rail and the suspension tower, fitting into a stainless steel 2into1 Y-box. I fabricated a 50mm mid-section, connecting the downpipes to a new old-stock silencer and a stainless expansion chamber, mitred to fit the space under the boot floor. The finished product is more functional than artistic as CO2 isn't an ideal gas to MIG stainless with, but my budget doesn't run to a home

TIG installation.

It wasn't until I was nearing the end of this inspired task that I was told that 45 and 90 degree pre-formed bends are available to match this stainless tube. Needless to say if I was doing this job again I wouldn't mitre the joints, but weld in the elbows...

Bodyshell Mods.

Pictures 4,5&6.

Rebuilding this spitfire shell has thrown up the usual Spitfire problems. I found pages from a 19 year old copy of the Wolverhampton Express and Star inside the sills along with chicken wire, aluminium sheet, pop rivets and filler. The door skins, floors, boot floor, rear scuttle, inner and outer rear wings and battery tray have all been replaced, leaving little 'original' metal.

Bulkhead

Two problems here; the starter motor and the fuel metering unit. On the 6cylinder engines the bellhousing bulge for the starter-motor is on the right hand side of the engine, requiring the front firewall to be cut away for clearance. The fuel metering unit, attached to the distributor, is

very close to the front bulkhead, adjacent to the battery tray. I removed the flange joint, seam welding the gap up.

Transmission Tunnel

The TR gearbox is bigger and longer than the GT6/Vit 'box. This in turn means the propshaft runs at a steeper angle to the diff. I took heed of previous advice, installing the gearbox as low as possible at the rear to give as shallow a run to the diff as possible. The shaft geometry is still not quite the same as on GT6s, but any lower will need surgery to the chassis rails, which I'm not yet emotionally ready to do. Even so, the propshaft ran perilously close to the underside of the tunnel and more clearance had to be built in. As I was to replace both floors, I didn't



Pic 4. Bulkhead

have any qualms about slicing the tunnel lengthways at the level of the floorpans and levering it upwards to give about an inch clearance at the propshaft front end. This then needed two long thin triangular pieces welding in when I replaced the floors.

Heelboard

The rear radius rods on the swing axle cars pick up on the

heelboard further outboard than on the rotoflex cars. Having determined the correct pick up point I fabricated a pair of gusseted brackets to spread the radius rod loads into the floorpans and heelboard. I left the original brackets in place as I would have made more of a mess removing them than leaving them. Seat-belt anchorages may be fitted to the new brackets; I'm not sure how



Pic 5. Transmisssion tunnel



Pic 6. Heelboard

strong the old brackets would be for seat-belts if the bracket doesn't carry on through to the radius rod and the rest of the rear suspension?

On fitting the gearbox I discovered that the Speedo cable just clears the chassis and floorpan not needing the TR elbow drive after all. The Speedo cable may be a bit of a tuffie though, GT6 meter head, TR6 gearbox end... any suggestions?

I've been bought a copy of the Lucas Service Manual for the mechanical fuel injection system. It is quite a slim volume and at £5 it gives it straight from the horses mouth, well worth a read. The detail is rather better than in the Haynes Manuals as well.

Fuel Tank

I had a go welding up a fuel tank! It had been empty of fuel for the past two decades and given that you're reading this you'll have deduced that I didn't blow myself to Jupiter and back. However, it's f..f..frightfully difficult to weld a leak proof seam. I gave up and took my creation to Ian Harding (prop. Whiteknuckles Motorsport Race and Rally Preparation. Shrewsbury 01939 210584). To Ian's eternal credit he didn't make me feel too bad about my efforts, before taking a Spitfire fuel tank extending it to 11+ gallons, fitting a fuel sump and two return pipes as low as possible in the tank.

I again took heed of advice about the siting of the return pipes, other people have fitted these quite high in the tank and the resulting stream from the fuel pump pressure-relief valve and the metering unit overflow causes the fuel to froth leading to erratic running. I've given the fuel tank a thin coat of black paint to aid heat loss. I've also wound an 8mm copper cooling pipe around the fuel pump to cool it; excess fuel is bled off the pump via the pressure relief valve back to the tank, taking fuel pump heat with it.

Roll Cage

I have had conversations about roll-cages with Ian. Ian is a man who can design and dimension a complete space frame chassis in his head, including the front and rear suspensions. He is currently building a fully braced space-frame Talbot Alpine, BMW V8 4litre efi driving through a Celica gearbox and Jaguar diff. Respect! We have discussed building a six point cage for the Spitfire, picking up on the front outriggers (through the floor), at the base of the A and B posts, the rear chassis mounts above the diff, and cross braced to the wheel arches. Scary stuff. If there is anyone out there in Triumphland who is in need of a funny piece of fabrication, especially if it has a Motorsport connection, they could do a lot worse than to have a chat to Ian.

Fuel pipes and pumps

I've increased diameter of the hard fuel pipes to 8mm microbore copper heating pipe, which will also be able to take the pump pressure fuel (100psi) from the boot to the engine. You will also see that I've used a domestic gas tap on the tank outflow, drilled to the same i.d. as the copper pipe. I intend to fit an in-line filter between the tank and a low pressure pump, priming the high pressure pump and (hopefully) avoiding any vapour locks. It will be very interesting when time comes to start this beast up.



Pic 7. Fuel Tank

Steering

Still got the Spitfire rack. I read somewhere that the big T saloons used a universal joint twist rack and column. Lo and behold this component fits our stuff too! No more wobbly rubber grommets in the usual joint. Along with the quicker Spitfire rack and solid rack mounts I'm hoping for precise steering, although it might be a bit of a workout when parking.

Jobs yet to do

I will be taking the repaired bodyshell off the chassis next, so that I can complete the welding that I can't get at with everything the right way up. With the body off and welding finished the chassis can be fitted up with

fuel lines, the underside of the bodyshell painted and then refitted. Once the body is bolted down securely the doors and bonnet will need to be fitted and fettled.

I am wondering about taking a GRP mould off the bootlid and making a GRP bootlid, anyone else want one? I'll also need to make a gearbox cover to fit the TR gearbox, probably fabricated from sheet aluminium, pop riveted at the joins. The engine needs an oil cooler and spin on filter kit and I'm wondering about how to reduce the size of the bodytub opening with some extra panel work. Other thoughts center on cooling the engine. The

2litre engine gets hot in a British summer as the radiator struggles to loose the heat of 100bhp. I expect a hopped-up 2.5litre will have even more of a cooling problem. Again, my budget won't allow a bespoke radiator, but I do have a spare Fiesta radiator that is of quite small dimensions....

Paint Scheme

I've just seen the Austin Powers film on the telly and I was knocked out by the paint scheme on his open E-Type, dark blue with Union Jack stripes, alternatively there's always dark green with a white nose flash as used on the Le Mans Spitfires.....Any advice, anyone?

GET SOME THERAPY.



Anymore?

By Guy Singleton

Following on from last month, when I mentioned Equipes which had been involved in accidents.

BONDS Register

This is the 2+2 in New Zealand, owned by Ray Clarkson, who has sent in two photos of the car - I like the number plate - what a shame the authorities here are so boring! He tells me that he has managed to get the steering wheel repaired, so is now waiting for the rear light lens which I have posted

Unless you know different I assume that this is the only 2+2 in New Zealand - I also have heard of a 2 litre there. Ray tells me that the car was imported by Arthur Basil

Church in 1966. Ray has restored the car, stripping it back to the chassis - it certainly looks like he has done a really good job.

I was talking to another Ray, Ray Lomax of the Somerset Area, who has told me that he has bought a nice 4s, registered in February 1965 being a fairly early car. He tells me that it is in good original condition with the original engine having been rebuilt by the previous owner. He is considering selling it in order to allow him to restore his other 4s which he's owned for 14 years, so if you are interested let me know.

I'm afraid that I have still not made much progress on my Equipes. The current cold weather makes the house rather more attractive than the garage!! We did go to a Vintage Car Meet at Elsted near Midhurst on New Year's Day. We took Suzie's Spitfire "Baby Blue" - the challenge was to be able to put the roof down! It was a lovely frosty morning, about -3C. The car had been outside so I had to put a fan heater in it for about half an hour to allow the hood to thaw out before putting it down. I was thinking about taking the



Ray Clarkson's 2+2 - The only one in New Zealand?

Equipe Estate - but it was sunny! - though cold!! But what better time and reason to do something as crazy as driving 60 miles in the bitter cold, wrapped up in blankets, scarves and hats and Suzie with a hot water bottle in her lap. It was an impressive



Ray Clarkson's 2+2



Impressive array of Great Marques at Elsted



meet -Vintage cars in every direction - Bentleys, Bugattis, Alvis, Austins and even a Trojan - nice to see such a collection of classics - especially given the sub-zero temperatures!

Production committee minutes this month are from October 1967. Again it is interesting to see the ideas which they were having in relation to the Equipe Special Equipment (S/E) model.

PRODUCT DEVELOPMENT COMMITTEE

Minutes of Meeting held on Tuesday, 3rd October, 1967.

Present: T.S. Gratrix (Chairman), R. Atkinson, J. Woods, A. Pounder, G. Denton

MARK III EQUIPE FACIA PANEL

Mr. Austin will obtain a price from Coventry Hood for the foam backed Black facia and we will then consider ordering a batch of 50 units.

EXHAUST SYSTEM

Mr. Atkinson has now finalised this with S/T Engineering.

INTERIOR MIRROR

It was decided to fit the Triumph 2000 Saloon interior mirror and Mr. Medlock in investigating the supply of this mirror matched with a suitable mounting bracket.

Mr. Austin to follow this up as soon as possible with Mr. Medlock.

REAR BUMPER JOINT COVERS

Mr. Austin has cancelled the order on Wilmot Breeden for the metal covers because we have now obtained satisfactory rubber joint covers which are, in fact, from the Triumph 2000 Saloon fittings, and these will be included in the S.T.I. specification.

FRONT BUMPER END MOUNTING BRACKETS

We have decided that we will not fit the bumper end brackets but will, in fact, arrange for Wilmot Breeden to delete the brackets and drill extra holes in the bumper for bolt fixing to the body.

DOOR WINDOWS

It is anticipated that the door drop windows will be finalised when the first six production vehicles have been completed, but we will in any case attempt to use the two types of door windows that are in stock.

WINDSCREEN WIPER ARM AND BLADES,

Mr. Atkinson has settled a standard for production, using LUCAS supply with the left hand side arm shortened. Mr. Austin is obtaining samples of high speed blades so that we can investigate with a view to discovering whether in fact they are an improvement on the standard blade.

RADIO AND SPEAKER BINNACLE

We have received a satisfactory vacuum covered sample, but in view of the fact that Harold Clegg has quoted 14/6d for covering, including material, we will give him an initial order.

TRIUMPH GT6 CENTRE TUNNEL ARMREST AND HANDBRAKE COVER

We have received a sample of this but have found that it is not satisfactory. We will, therefore, proceed with the centre armrest/box that Mr. Pounder has designed and when the development is completed we will consider whether or not to include it in the standard specification.

TRIM RAILS

We will examine the discrepancy between the fitting of the trim rails to the body and the doors and decide if they should be brought into alignment.

GLASS FIBRE REAR WHEEL ARCHES

These items have been modified but, some further modification may be required.

COAT HOOKS

These are now being fitted.

PARKING LIGHTS

Mr. Atkinson will check with S.T.I. to see if they have any suitable wiring system and Mr. Austin will check with LUCAS to see if they can supply a suitable wiring modification for our requirements.

QUALITY - F. MURPHY

As Mr. Murphy is still engaged on 2-litre development this matter is in abeyance for the time being.

EQUIPE 2-LITRE S/E MODEL

We require a cost list of the undermentioned Items establishing before the next meeting which will be held on Wed. 1st November, 1967, and we shall also require to know how much time we would require to develop those items which it is intended to produce internally.

(Price established)	Radio and tape.
"	Bonnet locks.
(LFA)	Cigarette lighter
(Price established)	Oil pressure gauge and ammeter.
(LFA)	Under bonnet Inspection lights
(Price established)	Wire wheels.
(LFA)	Black P.V.C. external roof trim.
(Price established)	Heated rear windows
(A.P.)	Lockable compartment in boot.
(LFA)	Selmar Burglar Alarm Kit.
(LFA)	Rear seat centre armrest and modified neat back.
(A.P.)	Wheel arch armrests.
(LFA)	Reclining front seat. (Coventry Hood).
(LFA)	Courtesy light in boot (S.T.I. 1300).
(Price established)	Overdrive.
(A.P.)	Coloured headlining and improved draught excluders.
(A.P.)	Kenlowe fan
(LFA)	Car Shaver and socket.
(A.P.)	Modified binnacle (wider) to accept additional instruments.
(Price established)	Multiple Flasher Hazard Warning.
(LFA)	Chrome letters "S/E".
(LFA)	Alternative Horn.

CONVERTIBLE VERSION OF 2-LITRE EQUIPE

Before proceeding with this matter we will ask Mr. Austin to arrange a meeting with Coventry Hoods designers in order to obtain their reactions to the project and consider what modifications, if any, would be necessary to the present body.

EQUIPE DEVELOPMENT BASED ON TRIUMPH 2000 SALOON

This matter was left in abeyance for the time being.

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A French Diary

Part Three - By Louisa Rose

Continuing the Derwent Valley Trip

FRIDAY 7TH SEPTEMBER

A gorgeous day an earlier start for all of us today in order to go to the market at Trinite Sur La Mer. We all spent the morning shopping and taking it easy. At lunchtime Pete and Kev headed to the hypermarket outside Auray to find a suitable extension speaker for the CB in Polly. Kev was driving and Pete was nav-



igating. As you soon learn, Pete is a terrible navigator, and thus a wrong turn onto a motorway caused a 30-mile detour since the next exit was some 15 miles away. However, this did mean that they stumbled upon a DIY shop and managed to get the speaker required. After lunch the decision was made to go

and do some filming of the cars on the cliffs near Quiberon - where Philippe and Christine had taken us earlier in the week. Chris and Amy were thrown out onto the side of the road at a convenient place for Videoing whilst we all then paraded up and down the road in different orders whilst they captured us on film. Again, people were waving, smiling and pipping their horns. One French lady that Pete spoke to thought that we were making a real film. Chris and Amy then got into the back of Purdy filming us individually overtaking Purdy and then Purdy overtaking

all of us. At one time Chris was standing up on the back seats leaning against the T-bar. On one bend Chris nearly fell out of Purdy altogether. We all enjoyed the drive thoroughly and milked the filming as much as we could. On returning to our caravans Kirsty and Chris noticed that a wheel

stud had been sheared off from their rear nearside wheel. The day was finished off with a beach party and Kirsty and Louisa playing chess with 2 feet high chess pieces on a 12 by 12 foot board.

SATURDAY 8TH SEPTEMBER

The morning was spent shopping for gifts, picnic items and packing for today was the last day.

SUNDAY 9TH SEPTEMBER

We're going home. All breakfasted and ready to go we left the hotel at 9:00 am to embark on the 330 mile run to Calais. Our crossing was at 7.00pm so we had plenty of time to get to Calais. We took several stops on the way to stretch our legs and break from driving. Although it didn't rain on the way to Calais it did get quite cold so one stop was to retrieve the woolley jumpers from peoples boots. An obligatory stop was made at the 'Eastenders' warehouse for the purchase of cheap wine and beer. Richard bought the most as the rest of us were struggling to find somewhere to put



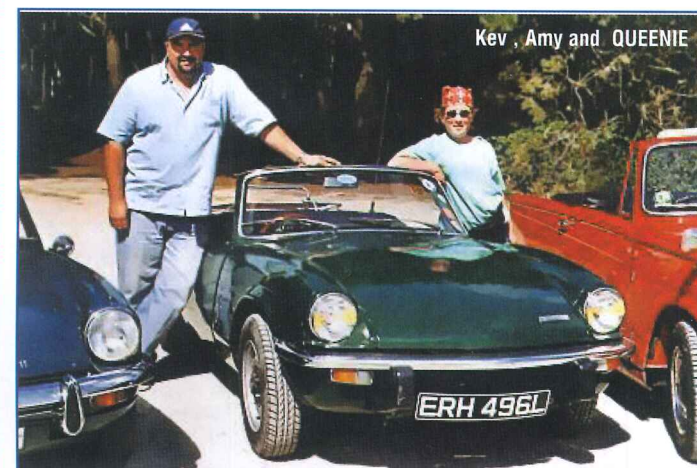
Kirsty, Chris and JUMBO

the bottles. Before long we were checked in for the Seacat and in the passenger lounge. The weather had really taken a turn for the worse so the soft tops went up and stayed up for the remainder of the journey home. It was to be a choppy crossing. The swell of the sea made going on the ramps onto the Seacat very difficult in deed. They were lowered for our cars as much as possible to get onto the ramp, but unfortunately for Polly (the first car), the ramps were not levelled out again at the other end of the ramp and with the swell of the sea the sports exhaust was pulled off its mountings. We were due to arrive back in Blighty at 7.50pm on a Sunday evening - what were we to do?

At Dover the sea was a lot calmer and made disembarking easier, even for Polly. As soon as we were off the Seacat we found a suitable place to try

and fix Polly's exhaust into some reasonable state to at least get us home. A railway sleeper and a rock just happened to be where we parked so it was used to get one side of the car up of the floor to allow Richard to crawl

services. This also suited Pete and Louisa and the exhaust was now hitting almost every bump when driving at 50mph and something needed to be done. So a stop was made at Birchanger Services on the M11 close to Stanstead airport. On examining Jumbos wheel, it was found that one of the three remaining wheel bolts was loose. The threads on the bolt were badly worn



Kev, Amy and QUEENIE

underneath. Everything except the manifold had to be detached and reattached. It certainly did the job to get Polly home albeit with a few sparks when hitting bumps in

presumably due to over tightening at some point in the past. Travelling home on three studs was always a bit of a gamble but travelling on two was not an option. With great reluctance the towel had to be thrown in so close to home. Kirsty called the AA for a relay truck to

Don, Pearl and COLONEL



take them home. We all felt sorrow at this point in that our adventure together had ended. While Jumbo's wheels were being looked at Pete attempted to raise the exhaust as close to the car as possible. There was very little scope to do this. In desperation to avoid scrapping the exhaust further Pete decided to over inflate the rear tyres to gain every last millimetre. On connecting the compressor he discovered that both rear tyres were at a worryingly low 20psi. Pumped up to 32psi the car felt a lot tighter and Polly was able to travel at 70mph with confidence again.

From here on it was plain sailing for the remaining cars who all made it home safe and sound.

To conclude this diary, there are several useful tips that we can pass on to you readers:

a.. Carry a full set (as possible) of spares between all cars and a good parts catalogue so if the worst should happen you can always get a part couriered over to you.

b.. Carry a full set up tools.

c.. Take the tunnel rather than the

watch the swell when you are embarking and disembarking.

e.. CB radios are the cheapest possible option around for communicating between cars at home and abroad.

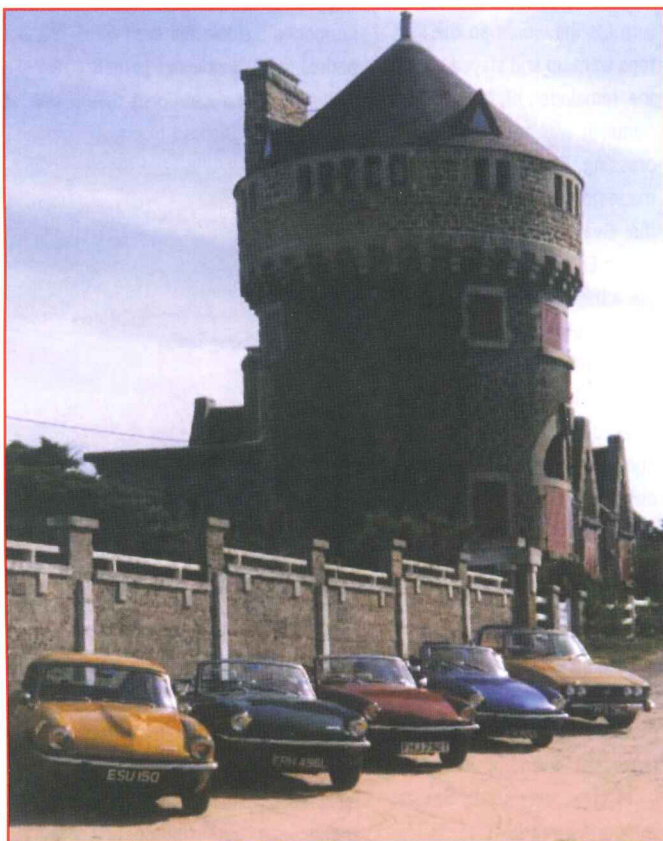
f.. Always ensure there is a Richard or Kev in your touring party.

g.. When in France always carry toilet paper with you because there is never any in the toilets.

h.. Don't be put off doing this type of trip even if you are pregnant like me !

ferry because you cannot get sea sick.

d.. If you do use the ferry



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Christmas came early to West Kent

By Del Holman

I've waited about five years to be the Christmas Fairy. But it's been worth the wait.

It was in 1996 that my grapevine told me that there was a pensioner in the next village that had a GT6 that he could no longer drive, and that it might be up for sale. I went to see him.

Funny old stick, he was. Aged about 80+ he made it quite clear that he was very sore that his driving licence had been withdrawn as a result of failing eyesight, that the GT6 wasn't for sale, and that he didn't have a GT6 at all. Now to some, those last two statements might seem contradictory, but he went on **"I don't have a GT6 at all, I have three !!"**

That made it three times as interesting.

Time dragged on. Mr Jones, as I will call him, was of some notoriety. Seems he was going a bit doo-lally. He'd threatened other callers with a shotgun; kept the same 12-bore loaded in his living room; frequently threatened his wife with it - and eventually had it confiscated by the Police.

Hells bells, how close did I get? A chap with a loaded shotgun and failing eyesight! How lucky was I to escape unscathed?

Time passed, and eventually, so did he. Not many people mourned his death. Inwardly I was elated. Perhaps his widow wanted to get rid of three memories, and could do with a bit of ready cash. Tactfully, after a suitable period, I wrote to her.

More time passed and no reply, so I visited her, and got on quite good

terms with her - you know the way you do. Call in, make her a cup of tea, pop the question - **"What about the GT6s?"** Still no luck. The cars were now her son's and I'd have to speak to him. Would I like his address and phone number? Do ducks like water? The son was too busy running an aeronautical engineering business and had no time for the trivia of GT6s.

Later, later.

Later ran into 1998, 1999 and 2000. I was beginning to lose interest as I had other fish to fry. A nice new big garage workshop had a V8 Vitesse calling.

Early 2001 saw another letter "I'm still interested, but while the cars are not used they are deteriorating and devaluing."

Still nothing.

Then it all happened. Anno Domini meant that the widow, Mrs Jones, went into a residential home to see whether she liked the idea. To cut a rather boring story short, she did like the idea of being pampered for the rest of her life, and is now a permanent resident.

Meanwhile the son received a rather nasty local Housing Association threat that the house had to be cleared in four weeks or else!! And two weeks of that would be Christmas and the New Year. That's where I came in. The son phoned me. Three GT6s had to be moved urgently. There was des-



peration in his voice and pleasure in my heart. An offer too good to refuse. The message was clear. **"Please will you take the them away, and the boxes and boxes of spares that have to go too."**

The spares themselves proved interesting and included a Unipart rotoflex coupling, numerous slave cylinders, rebuild kits, calliper seal kits, and Mac will be pleased to hear this - a genuine unused SEDAN after market heated rear window kit. I will be able to get details to Mac as soon as the GT6s are sorted out. First things first!

And that's how I became the Christmas Fairy, how West Kent Area got first call on three GT6s to restore - two Mk 1s and a Mk2 with overdrive, and how I got in the dog house for cluttering up the drive again. It's always possible that fellow West Kent members may have their hands full already, and the cars do need to go back into dry storage immediately. If you are interested, and if you have access to a trailer to get your chosen GT6 home, give me a call on **01 732 743 747**. Their condition is as follows, and these are my honest opinions. I have no axe to grind in selling these on.

I simply do not want to see them scrapped.

Mk 1, powder blue. SYE 341 F

Its brakes are a disaster! I have had to remove all of the disc brake pads to get the wheels to turn at all when I try to push it. The discs are quite new and will take a skim easily. All mechanical components are complete and the chassis treated with gunge similar to Waxoyl. There are no nasty noises when it is towed. All bare metal surfaces have surface rust, but generally this would be a good buy and the basis of a simple quick restoration.

On offer with V5 around £500.

Mk 2 , also powder blue, KDY 432 H , Rotoflex with Overdrive

Although the youngest, it is in the worst condition. It does roll, just! All of the brake parts are rusty, as are the wheels, and the tyres are simply old. There is again, no structural chassis rust that I am aware of, because of a good dose of Waxoyl, and all mechanical components are complete. The only perforated rusty bits that I have seen so far, are the lefthand floor-to-sill seam, which I think will take a long L patch, and the bottom of the righthand door skin, which will need a new skin. Also with V5 at £500.

Mr Jones loved his GT6s and took a lot of care with them. Structurally they are far better than any unrestored F- or H-registered GT6 ought to be. He replaced mechanical parts that needed replacing, and the story goes that he spent a fortune on spares that he could ill



afford. When the truth finally dawned that he would never drive his beloved GT6s again, most of the soft furnishings were removed into his house, but to no avail. The card and hardboard bits have still deteriorated. The cars suffer from an awful lot of surface rust on all exposed steel, but in general the interiors are dry, and in the state that they were in when Mr Jones laid them up.

Me? I selected the cleanest Mk1. I'll keep you posted how it and the others progress.

As for West Kent, the average age of West Kent members might be at the wrong end of the scale, but we've got quite a good engineering group that have bags of experience and do know what we are talking about. If you live in that area why not look us up in Sevenoaks on the first Tuesday of the month. You might even put in a bid for a GT6!

STANDARD TRIUMPH Berkeley Square

Quietly, he put down his coffee cup, idly arranged the teaspoon on its saucer and said,

"you know - there are quite a number of us at BMW who've breathed a sigh of relief on those days - and it's this. In our opinion, Leyland and Rover made two big mistakes. The first was they ditched Triumph and they just didn't bother to sort out the build quality on the SD1 until it was too late." He paused. "If they'd then gone in the opposite direction, capitalised on Dolomite Sprint and done a few others of a similar kind - both larger and smaller, there are many of us in Munich who are convinced that Leyland, or whatever it called itself, might have made so much money, it could have later put in a hostile bid for BMW - and got it!"

Coming from a German in his own country and on his own stand, those sentences came as something of a surprise! If we look at the period from say, 1965 to 1970 - I'd suggest that's the key period indicating where Standard Triumph was going in terms of product evolution and new car development. In many ways, the cars had reverted to the pre-war Triumph image and the new models that appeared in this five year period, were very strong indicators of Leyland Rover Triumph future plans. That is, until a certain influence from another part of the group arrived on the Canley scene after 1970 and everything went somewhere else.

Putting the sports cars to one side for the moment, the new saloons were showing definite



London W1.

GROsvenor 6050

By John Macartney

signs of going up-market. Vitesse and Herald were becoming dated and while surely at their zenith in the forms of the Mk II and 13/60, they were not reliable long-term product platforms. The Toledo was arguably the last true model reflecting the budget end of the economy price segment and in my humble opinion, was rather overshadowed by a similar and better forebear. Even so, taking a basic Toledo body, adding a larger and more powerful engine with some genuine and impressive creature comforts inside, all made for an opportunity to provide 'a lot of car for the money.' Moreover, it was a car - or a range of cars, in which the unit manufacturing cost was only marginally higher - even if the retail price was a lot higher.

That's how the money is made.

The cars of that epoch were different. They had many 'plus' features, they were very competitively priced - and there was a substantial market segment rushing to look at them. Importantly, many bought what they saw, especially companies.

If only it had been allowed to continue.

But, apart from the 2000 being a more than worthy replacement for the stoic Vanguard / Ensign, Standard Triumph undoubtedly jumped on the snob appeal bandwagon in 1965 with the 1300 front wheel drive saloon. Up to that time, if the car buying public wanted a touch of luxury, they had little choice but to go up-market for a luxury car - and a substantial number neither wanted or could afford to do this. They wanted something small but with the trappings of opulence and that's why the little Vanden Plas Princess was such a hit from launch. I have to say I have a soft spot for that little car - even if it wasn't a Triumph! Oodles of

In Praise of 'Ajax'



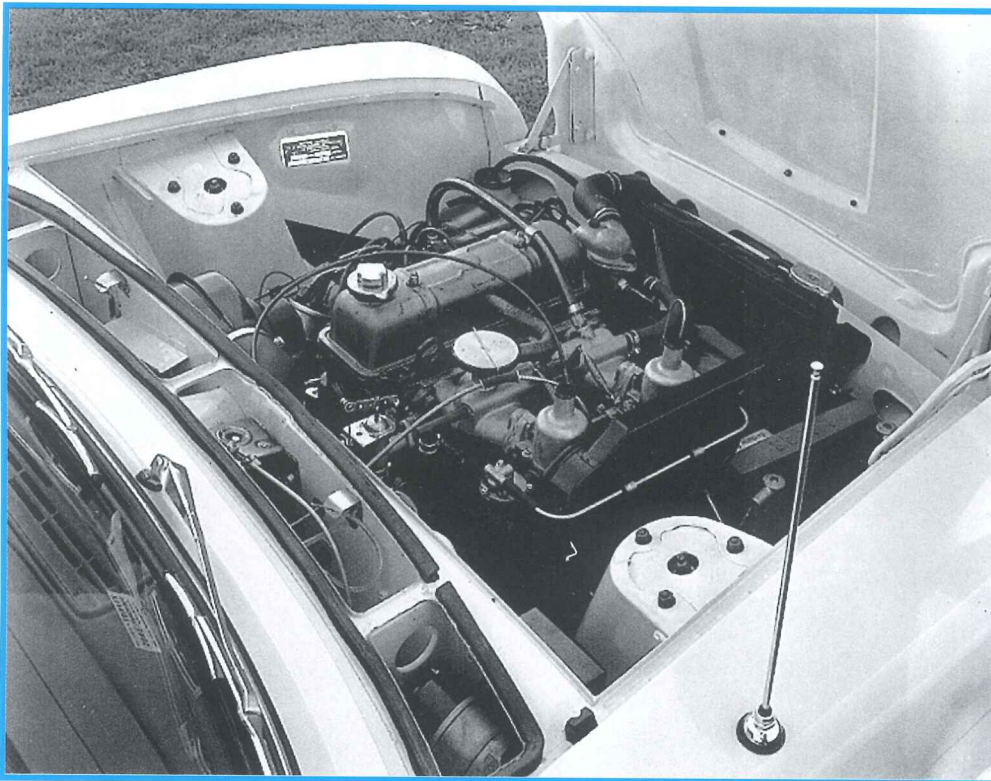
leather, half a walnut forest on the instrument panel and discreet folding tables in the front seat squabs with plated wine glass recesses for your 'sundowner.' Forget your plastic cup-holders scattered like confetti at a wedding in modern MPV's - I mean, we're talking class here. None of your vacuum-formed, hand-stitched plastic masquerading as leather that I'm sure I recently saw in a Lexus!

The leather in the Princess was as genuine as its smell. But for its day, the little 1300 from Triumph, code-named 'Ajax,' was luxurious, modern -

and it pointed convincingly to a future that was likely to unfold. Furthermore, it had capitalised on the trend towards front wheel drive, although in its very early days, I am reliably informed a rear-engined configuration had been considered - and abandoned. Dispensing with the Issigonis transverse engine concept and a common oil system, Engineering had come up with a fore and aft two tier layout. Engine on top, final drive underneath and a gearbox somewhere at the back on the 'mezzanine' level - between ironmongery and soft furnishings.

A drawback, but only from an aural viewpoint, was the re-positioning of the starter ring gear at the front of the engine. This gave the car a unique and not entirely luxurious tone when the ignition key was turned. Something that wasn't too dissimilar to the sound of a set of fireside companions being thrown down a steel staircase? But that was perhaps the car's only vice.

With its monocoque body, that was to all intents and purposes a smaller Triumph 2000, sharing Macpherson struts and rear semi trailing arms, the car was a huge success from Day One. Despite its relatively short overall external length, it was amazingly spacious inside and was perhaps the only small British car that would comfortably seat an NCO or Officer from a Guards Regiment behind the wheel. In my experience, such individuals are often on the



stretched side of fairly tall - and provided they removed their bearskins before getting in, they were delighted to find amazing comfort and plenty of space around the pedals for size fifteen boots. This was due to the multi-adjustable driving seat, 108 different positions (if my product knowledge is still holding up) and the tilt and telescope steering column. Then there were the nice touches to the door panels with their armrests that conveniently seemed to meet with the arms found on human beings, the folding window winders and discreet door release triggers.

Closing the doors was another delight and bore testament to some imaginative use of effective sound-proofing allied to some very rigid body engineering. A soft 'clunk' - rather than the more familiar

sound of putting the lid on a galvanised dustbin that was common with many, shall we say, more budget-priced Triumph model offerings? Okay, your Herald/Vitesse may have quiet doors - but many new ones didn't! With 'Ajax,' the company had truly stuck its head above the parapet with instrumentation ergonomics as well. The 'all systems go' warning light cluster, a concept later copied by other manufacturers, first saw the light of day in this little Triumph.

The 1300 was undeniably somewhat lacking in the allocation of horses as it produced just 65bhp. But, with the arrival of the 1300TC, maximum speed was marginally over an indicated 90mph - and still in considerable armchair comfort, albeit with very evident sounds of considerable busyness from up-front. One of the car's truly outstanding unique selling points was its range on a tankful of fuel. With a considerate right foot, and a massive tank, a range of more than 500 miles without re-fuelling was entirely feasible. I drove (almost) non-stop on one occasion from London to Carlisle in an early TC and the low fuel warning light still hadn't come on when I got there! The handling was more than acceptable, the gear-change had fairly short throws, even though the lever was a bit of a notchy wand. The brakes were outstanding and the boot was the sort of place where you just kept shovelling it in!

It was a truly super little car - apart from the fireside companions, aforesaid - and it found a very ready market. Its longer-term Achilles Heel, like so many of its contemporaries for its day, was the dreaded brown, crumbly stuff that emerged at the wing roots and in other places too. This is mainly why there are so few surviving examples for our delight today but the Dolomite and Sprint guys cosset the survivors - and rightly so!

Was there a downside? Yes.

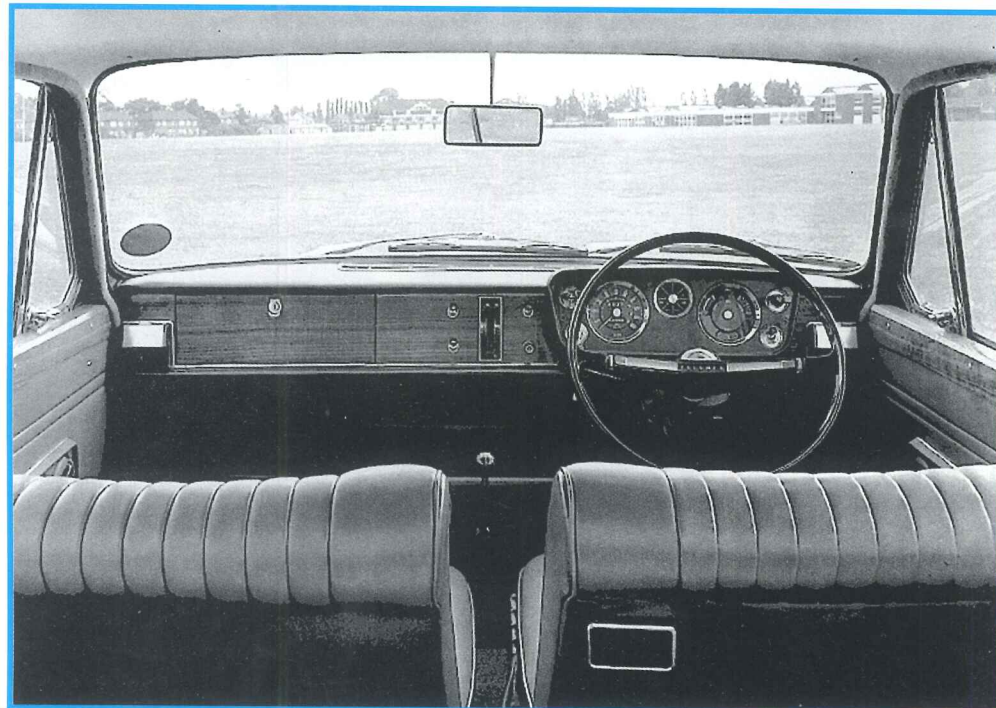
In my humble opinion, the 1300's greatest shortcoming was automatic never appeared as an option. I doubt it would have spawned a spritely car - but the Princess was hardly over-endowed with excess horses so this would not have been too much of a sales barrier. Certainly, it would have required an inventive engineer to have designed a cost-effective autobox for that engine/transmission configuration, so the baby Triumph definitely did lose out to the little VP Princess for two pedal control in urban traffic. To my mind, there's no doubt that prospective customers in large cities would have needed little additional wooing if automatic had been offered, but it wasn't - and there was never much prospect of it, as far as I know.

All I do recall are the comments from frustrated prospects who preferred the Triumph but insisted on an automatic - "oh well, there's no choice, then. I'll have to buy a Princess." If you aspire to an alterna-

tive Triumph, you could do far, far worse than consider a little 'Ajax.' Like their larger brothers, the 2000's and PI's, they have been much unappreciated and under-valued in classic car circles and they are entirely undeserving of such treatment. If I could find a good one, I'd grab it without a second thought - and if nothing else, the sound of that starter motor 'clang' would be something I'd be willing to overlook - now.

As it is, I can only admire the one in the Gaydon museum, together with those cherished examples I periodically encounter that are not for sale. Between times, there's plenty of opportunity to ponder how the Rover-Triumph model range would have evolved, so that the acquisition of BMW would have been a reality - and not just a theory.

Is that why the Triumph name's still stuck in Munich?





The Upper Bonnet Grille

By Mervyn Stoneman

Some Courier readers may recall in the past that I have spoken of my love of chrome and other brightwork when fitted on classic cars.

Especially if it is to be fitted to Midnight, my Spitfire 1500 which has been undergoing a total rebuild over the last four years (and is, bye-the-bye, almost finished).

Lots of additional chrome is now to be found beneath the bonnet and within the cockpit area. Not to mention that which also is to be found within the boot.

The outside of the car has also not been forgotten with the most obvious addition being the replacement of the ubiquitous black plastic grill with a stainless item (Courier No. 223, November 1999). The standard black door handles, windscreen wiper arms and upper seam and boot trims have, of course, also been replaced with bright-work

Now I have decided to turn my attention to the trailing edge of the bonnet. Specifically with what might be termed the 'upper bonnet grille'. It isn't really a grille to my way of thinking as it is pressed into the overall plane of that rather shapely bonnet panel (see photograph one). Even in the past, when I owned previous Spitfires, I often thought that it looked as though the car designers/finishers for the Spitfire

IV/1500 had always intended it should be finished off with bright-work (I am not referring to 'M' of course for such a heresy could/would never pass my lips). Somehow they overlooked it or perhaps baulked at having to spend out on the finishing item even from earlier fiscal periods. Our Spits were never, in my opinion, given the full regard that they deserved - but perhaps had they been they would never have been the popular cars they were. Why was the MG marque given the attention which I believe Triumph should have had? But that's another story as they say.

Anyhow 'Midnight' would not be so treated and so I set about trying to find a general upper bonnet grill design which might be adapted for fitment and look good in situ. I wanted a polished stainless steel insert to finish off this area. Not as chunky as those fitted to some British sports cars - I sought simplicity with elegance.

I eventually remembered a plastic additional grill manufactured by Richard Grant for the V/W Golf and thought that a modified version of this might well suit the Spitfire. The fins as were displayed on the V/W grill were too numerous and closely spaced for my liking but the overall effect was akin to what I was seeking. There were wider plates within the design

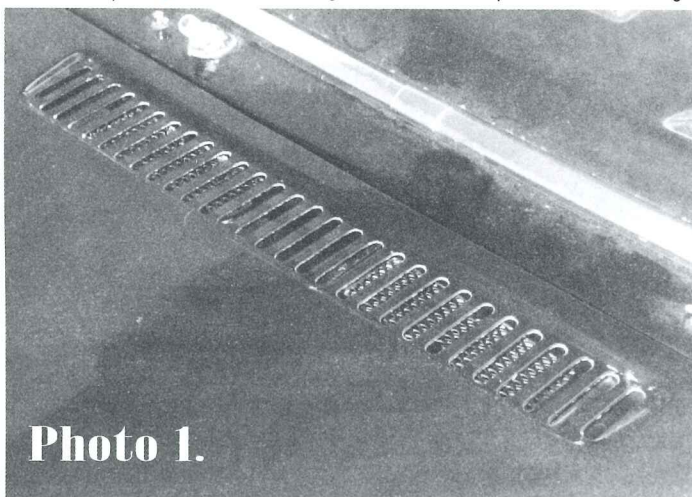


Photo 1.

which, if differently placed would complement the style of the front bumper bar and also emphasise the sweep of the bonnet. I had found what I sought.

Closer inspection of the bonnet showed that the building of my grille was going to be no easy task for quite apart from the complex welding needed to fabricate it the bonnet had in its cross section, a curve. I remembered how surprised I was when preparing the car

what I thought was a outlandish request. Would he be prepared to cut the appropriate section from a shot bonnet to act as a template section? To my surprise he could and did! Thanks yet again Norman, I cannot remember how often over the last four years you have come to my rescue.

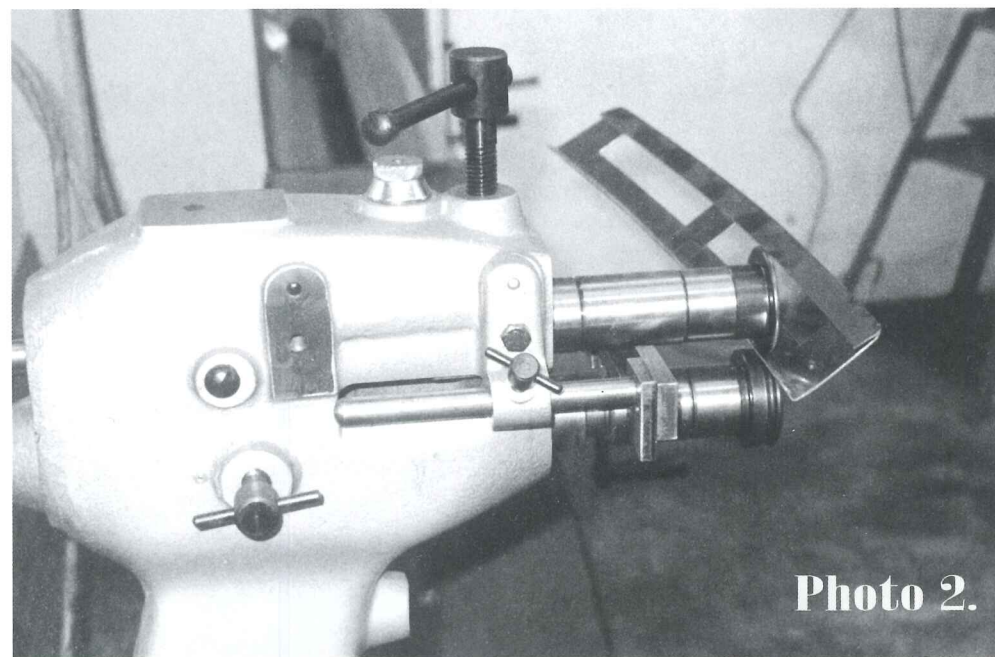


Photo 2.

how much rubbish has managed to find entry into the heater plenum chamber. It flushed out easily enough but I determined there and then to try to hinder its passage back into that area after the rebuild. So a fine stainless steel mesh would also have to be a part of the design.

How to fasten the new grille to the bonnet was the next puzzle? I considered the use of pop rivets but in the end decided to place two of the wider panels to the outer ends of the grille. Each would be secured to the bonnet via the use of a domed bolt, interior bar and securing nyloc nut. I had concerns as to whether or not it might be completed in such a way as to not foul the bodywork below when the bonnet was closed. I made contact with Norman at Spit-Bitz with

With that decided and following further consideration I decided to also place a third wide panel to the centre. With four 3 or 4 millimetre thick fins to each side of the central panel the job would be finished. The whole should, I felt, give a balanced effect which I felt would be pleasing to the eye.

Having got this far a second trip to Sure Manufacturing of Bideford (who had made such a great job of the stainless steel grill) was called for. After a conference with Ian and the metal worker to whom the job was to

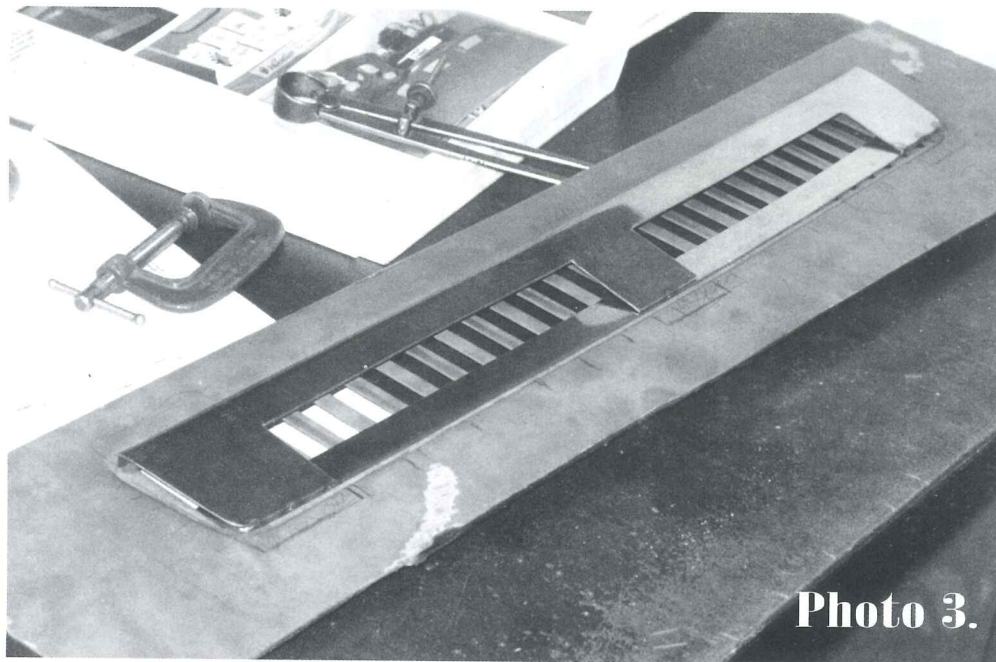


Photo 3.

be assigned, I was assured that it could be achieved. We arranged that I should return when the basic fabrication was completed, and was pleasantly surprised when they agreed to permit me onto the shop floor to photograph the part finished work pho-

tographs two and three). Even more of a surprise was a telephone call about forty-eight hours later when I was advised that the first stage was ready for inspection.

As the fourth photograph shows the work had captured what I had asked for. It was about at this time that I got my first doubts as to whether or not I had actually achieved what I wanted. 'Sure' had

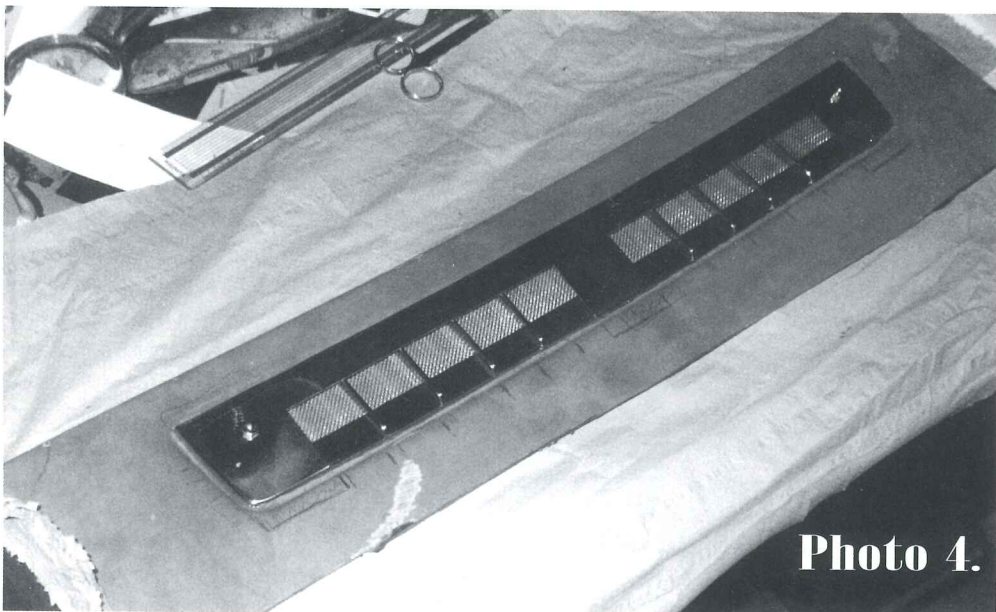


Photo 4.

given me what I had asked for but had I? I could but wait until the welding and finishing were complete.

A couple of days later there it was, completed. I was well pleased with what had been produced.

Now came the moment of truth. I offered up the completed work and felt that it really looked the part (see the fifth photograph).

Unlike other purpose-built parts built for Midnight this particular item was not inexpensive. It was simply too complex and as a one-off. Should anyone be interested and also have some spare cash, I will be pleased to put you in contact. I plan to have Midnight at a number shows in the coming year (2002) and will have business cards etc. available for anyone who wants them so you will be able to judge for yourself then.

Well, the whole is of chromed steel and nicely finished with a turned and chromed winding knob, and conforms to the overall dimension of our needs. The whole winding arm is not of one piece as is the cast item which we Triumph owners are used to. For there is a front plate which is secured via three grub screws to a back plate. The back plate is designed to fit the MGB but because it may be detached from the front, a new 'triumph' fitting back may be easily made by someone with access to turning machinery.

If you are interested - approach the MG B

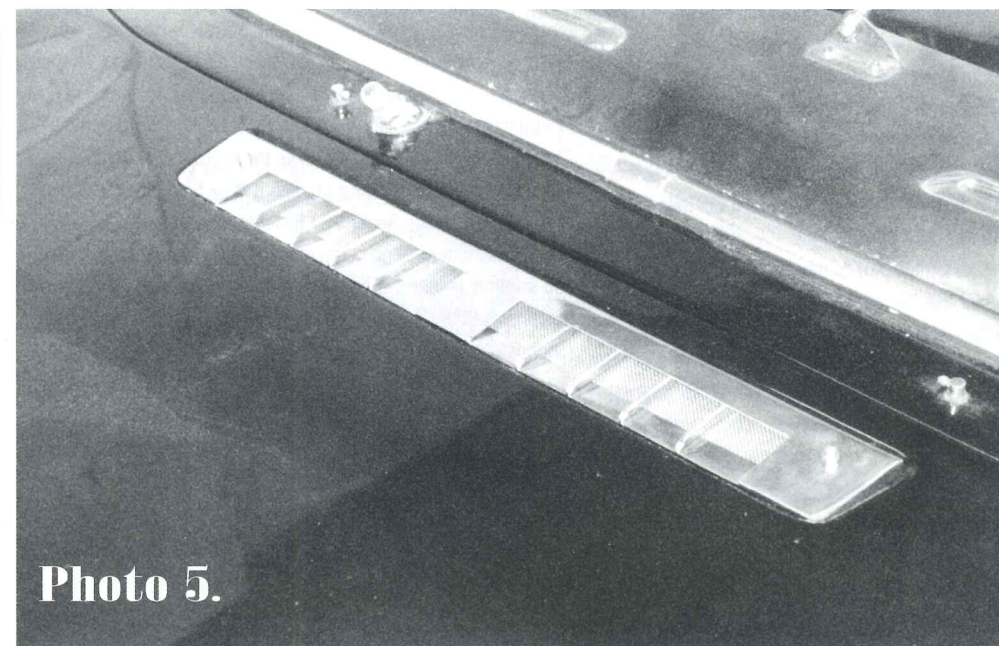


Photo 5.

And Natty Window Winders!

Has anyone else purchased the excellent Moto-Lita steering wheel with the polished spokes which have the three holes let into them (page 28 of the Club Accessories Catalogue for 2001 shows this)? And having fitted it to your car, then wished that it was possible to match it with replacement and matching window winder handles.

I did remember having seen such an item somewhere but it was only after some effort that I finally tracked it down.

Funnily enough here my troubles hadn't finished for some of the staff at the organisation selling it didn't know the potential of what it was they were advertising.

Hive on 01945 700500 and be careful what you say. Some of their staff are unaware of this modification and will try to tell that it cannot be made to fit. Although one more enlightened member did tell me that it might be modified to fit one or more of those Lotus types. The cost is £14.95 each, all in - but not including carriage. Don't forget that you will have to bear the additional cost to have a new back plate engineered.

Having purchased a pair I am able to attest to their good quality!



READERS

Write . . .

Still Around?

I presently run a 1500 which I bought in 1964 - X Reg and I was wondering if anyone in the Club owns either of the two Spitfires listed below:

MkIII FFP 817G which I bought in March 1974 and sold in May 1976. It was white and the mileage at sale was 72,600.

MkIV YAK 576L which I bought in November 1975 and sold in March 1985 and the mileage at sale was 39,581.

I liked the MkIII better than the MkIV but I would like to get in touch with the present owners to see how things are going assuming that they are still in one piece.

A Ball
Bradford

Extreme Excitement

Regarding the article on the concept MkIV GT6 featured in the latest issue of The Courier. As requested, I am sending you this letter to confirm not only my interest but also my whole hearted endorsement of such a concept.

I'm sure I will not be alone in giving my support for such a project as you have probably already been inundated with calls and letters. Regardless of the form a new Triumph would take, whether GT6 IV or TR2000, there is no doubt in my mind that now is the time!

For a company that died nearly 20 years ago it still has a remarkable following that I'm sure you'll agree is still growing. Would there be as many restored BMWs around if it had been the German giant that had been swallowed up by BAe/Rover? Maybe I'm too biased to answer that

but I'm sure thousands would agree that it is probably a safe bet.

The very fact that a designer working for a modern car company has come up with the concept and thought it viable enough to bring to the general public's attention, without fear of being measured for a straight jacket, is enough to convince me.

My initial reaction to the pictures, and indeed the article, was one of extreme excitement. Many will doubt its viability but for myself, having had experience in marketing and publicity for the British GT Championship, I know what makes the motor industry sit up and listen. Would TVR be doing so well if they had continued too go down the line of the Rover V8? Straight 6 all the way!

I hope this letter will go some way to help and I would like to offer you support in any way possible. I will be attending my first club meeting at the end of the month so will write to you again with a response. All the best.

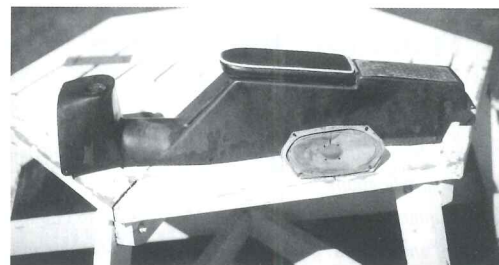
Michael Dobson
Leyland Classics
Lancashire

Michigan Style Spitfire

Sorry I haven't written before, it's just that I haven't had much to tell. Here in the northern part of the U.S. where I live, British cars are seldom seen. Whenever I take one of my Triumphs out on the road (which is often, when it's warm enough) young people will ask me what kind of car I am driving. When I tell them it's a Triumph, they always ask, "Who makes them?" Most people under 30 have never heard of them. Can you believe it?

Because of the weather and the fact that we use rock salt to keep the roads clear in the winter, I see a lot of our cars on the verge of destruction. A friend of mine told me of one such car that he had run across in the breakers yard awhile back and asked if I was interested. He didn't even know for sure if it was a Triumph. So, I grabbed my tool bag and headed for the place he had mentioned. When I got there, I asked the yardman if he had any Triumphs about. He said that he had one and that it was at the back of the yard, at the bottom of a hill. It had been raining for several days and the ground was more water than dirt I can tell you. But after

a short walk through the muck I found the car he spoke of. Looking at the commission plate told me that this was a 1969 MkIII. Just opening the door to look for the commission plate caused the car to fold in the middle on that side. The car had already been well picked over, but I managed to salvage the steering column and transmission. I looked the car over pretty well and then left. It was later, while sitting at home that I began to think about something I had seen laying in the boot. It was a piece of moulded plastic laying in among a pile of rotting carpets, about three feet long. The black plastic it was made of was pretty faded. I hadn't paid any attention to it at the time because I had never seen such a thing before and figured it had just been tossed into the back of the car by someone rummaging around the yard. As I thought about it I became intrigued and decided to return to the yard the next weekend. The following Friday I returned to the yard and found the car again. When I looked in the boot, there it was, a plastic console with fold up armrest, radio speaker, ashtray, and cigarette lighter made seemingly for a Triumph Spitfire/GT6



(figure 1). It had a few small cracks around the screw holes which were made to attach it to the propshaft tunnel but otherwise was fine. As you can see, it has a notch in the back for the parcel shelf seam and is moulded in the front

to fit around the transmission tunnel. I took it to the yard man and asked how much. He told me I could have it for 3 dollars, so I paid him and took it home. I had to remove the cigarette lighter in small pieces as it was rusted into one piece, but replacement ones are readily available. I have a well worn Mk4 that I like to drive and managed to fit the console into it with no trouble in about 5 minutes. It makes a nice little addition. I haven't been able to find any markings on it to indicate its manufacturer so if anyone has ever seen one of these or knows anything about it, I would love to know. Also, I am curious as to whether it would fit a right-hand-drive car because of the offset of the handbrake hole.

I'm sure you've noticed the rather unorthodox interior in my car by now. Well, as I said, it was well worn when I got it, with a very tatty interior. The popular thing around here with the young people is this imitation cow fur for seat covers, but I went one step further (figure 2). I made new cardboard door panels to replace the old ones which were terribly warped and covered everything with about two yards of the stuff. The kids in the neighbourhood just love it and often stop by to admire it when I leave it parked in the drive. We call it Frankenstein because it was dead when I found it; I brought it to life with a bunch of parts I took from other dead cars, and it's about as repulsive as anything can be. I know it's rather bizarre looking, but it gets a lot more attention from the young people than my restored GT6 ever has.

Richard Suhr
Grand Blanc, Michigan
U.S.A.





Talking Technical

By Carl Heinlein

TSSC7 Technical Secretary

Hello again. Last batch of e-mails for me this month. Yes, I have retired as Technical Secretary, but I have quite a lot of e-mails all piled up waiting to be answered. I am trying to answer all those I received up to the end of October through these pages.

High emissions from worn carbs

Q. "I wonder if you can help. I have a 1977 1500 which has failed its MOT due to high emissions of 9% CO. The car has done approx 19,000 miles since a rebuild about 7 years ago. Looking through the receipts it has had new carbs approx. ten years ago bought from TSSC. The car runs great but is it time to change the carbs or is there some other reason for the problem, hope you can help or steer me in the right direction, Cheers,"

Lawrence Peacock

A. A CO reading of 9% is probably due to a fault somewhere.....you can get the most worn carbs to less than 3% or so. Check the mixture/height of the jet is set evenly front/rear carb. Check the choke mechanism. Check the float heights. Check for blocked air filters. Check the right needles are fitted to the replacement carbs. If not, reset/lean the mixture by raising the jets. Advancing the ignition and raising the idle speed a bit for the test could help too.

I doubt very much that properly reconditioned carbs would be worn in 19000 miles, Good Luck

Triumph 2000 engine into a Vitesse

Q. "I wonder whether you would be kind enough to advise me on some modifications

I am contemplating on my Vitesse 2000 Mk 1. I want to change to unleaded and I was going to convert my Mk1 engine. However, I am advised that the Mk2 engine is a better all round bet. I have obtained a late Mk 2 ex Triumph 2000 the type fitted with SUs. I seem to remember that the Triumph had to cant the engine to make it fit under the bonnet. My questions is this, will this engine including carbs fit? Will I have to correct the cant? The car is driven every day in London traffic and I would like to fit a servo to make the drive more restful. I would utilise the take-off from the Mk2 inlet manifold. Apart from a lack of space, any pit-falls here? Has anyone ever installed power steering? Thank you in anticipation. Yours",

Colin Eastland

A. To fit the Triumph 2000 engine, you will need to position the engine vertically, as original in the Vitesse. To do this, you can use the sump and oil filter pick up from your Vitesse engine (I think that the Mk1 parts should fit the MkII engine). You'll also need to changeover the engine mounts. In the 2000 saloon, the

inlet manifold corrects the cant on the engine. I understand that it is possible to use the Triumph 2000 manifold by adjusting the angle of the float chambers to the vertical, but I am not sure about this. Your MkI manifold will not fit the MkII engine, so I'd recommend experimenting with the Saloon manifold and, if that doesn't look successful, go for the better solution of fitting a complete Vitesse MkII manifold and carb set up. You can buy Lockheed servos to fit the Vitesse.....I wouldn't recommend fitting the original Girling Powerstop type because they're only available second-hand or reconditioned and second-hand ones always need reconditioning! Powersteering sounds like a good idea but I doubt that it is easy. If you can fit the Saloon rack, I suspect that you'll need to shorten the track rods. Areas to check would be clearance for the body of the pinion/power steering where it goes through the suspension turret of the Vitesse and the clearance for the pump and belts in the engine bay.....Let us know how you get on with this!

Chassis dimensions for a MkIV Spitfire

Q. "I'm a member from Portugal. Do you know where to find the figures to put a 74 Spit MK IV on a jig? Thank you"

Carlos Camacho

A. Yes. All of the chassis dimensions that you require are in the original workshop manuals. These are available from the Club Shop, or many of 'our' Triumph-Traders. You'll be able to check the chassis for twist and alignment.

Extractor manifold upgrade on a 1500 Spit

Q. "Once again I have a question to you regarding

to my 1975 Spitfire 1500. I intend to fit a stainless steel 4-branch exhaust manifold, but the exhaust main tube and the rear silencer shall stay original due to noise and costs. Would this be useful? And is it necessary, if I fit this manifold, to change the air filters and the carb needles, jets and damper springs too? What change in performance should I expect? I would be glad to hear from you.

Also, I have discovered, that if the engine is idling too low, maybe at 600 rpm (if I turn on all the lights, the revvs go down 150-200 rpm), there is a high jingling sound, which seems to come from the engine. Could it be that this is a worn timing chain or a worn or broken chain tensioner? With kind regards and thanks for your help, knowing, that you always have a lot of questions to answer"

Rolf Paul

A. Fitting the 4-2-1 manifold to a standard system is still worthwhile, for three reasons. You will get some power increase (perhaps, 5 BHP), the engine should also be smoother at revs and, importantly, you get rid of the terrible manifold gasket problem, typical of 1500 Spitfires. You will probably need to change the needles but I would try the standard ABT needles first. If the engine seems a bit breathless, try AAT or AAQ needles.....you could then benefit by fitting K&N filters.

With regards to the jingling sound from your engine, I think that you could be being a bit unfair. At 200 rpm the engine is hardly running at all and the rotation of the crankshaft will be very irregular. This is likely to cause the chain to whip in the timing cover. I would set your idling to around 850RPM. If at some point, it is convenient to change the timing chain, then you can do so but don't forget that the tensioner is only a spring blade, so it will get compressed when the engine turns backwards or very erratically.

1500 engine into a Herald 13/60

Q. "I have owned a herald 13/60 convertible for around

10 years and I am thinking about trying to get more out of the heralds performance. I started by fitting a set of twin HS2 SU carbs along with K&N air filters, a stainless steel exhaust and manifold. The car is running well and giving me a lot of pleasure but I can't help wanting more. I know that you can basically swap engines within the Sports-Six range, but I don't know how easy this is. Basically what is available and would it be beneficial performance wise to do an engine conversion. I don't really want to go for a six cylinder, not after spending a fortune on the new stainless steel manifold. Would a Spitfire 1500cc engine work well enough in performance to warrant a engine conversion. If so, what would I need to convert (except a 1500cc engine) and would my manifold fit? I plan in the future to upgrade the car in the following areas i.e brakes, suspension (front and rear), gearbox etc. Any comments on the above would be appreciated.

Regards,
Spencer Pankow

A. Your easiest, and probably cheapest upgrade, is going to be to fit a complete 1500 engine and box. You are better off also fitting the 1500 gearbox, and overdrive if you want. The engine is not much more powerful than yours but it will have more torque and it will suit the heavy Herald quite well. I'd recommend fitting the overdrive version and using a 3.89:1 differential from a Vitesse Mk1 or II. This will have the 6-stud fixing for the Herald rear spring. You'll also find that the Herald propshaft no longer fits (length and flange size) and I'd recommend shortening a Vitesse propshaft to fit. If you fit the overdrive gearbox, you'll need to change the chassis plate and the rear engine/gearbox mounting.

You'll also be able to retain the exhaust manifold that you've bought but you'll need to fit a better exhaust system and also modify the wiring to suit the alternator. Don't use the dynamo from the Herald because the larger front crank pulley will spin it too fast.

Herald 13/60 saggy rear spring

Q. "I've got a 13/60 convertible with a very sad rear road spring. I've got another one from an auto jumble but before I fit it want to check whether or not I need to have it re-tempered first. Is there a way of checking out the spring without having to fit it? I don't want to go the expense of re-tempering if its not necessary. Secondly if I do are you aware of any suitable companies in the South East, I live in Worthing. Regards,"

Clive Ball

A. I wrote an article about this back in Aug 1993. According to the measurements then, if you place the spring vertically down on a flat surface and measure from the ground to the underside of the bottom leaf of the spring, you should get a distance of 131-136mm. To be honest, I would be very surprised if it really needed retempering and I would try it first. If the ride-height seems about right, then leave well alone. I cannot recommend anyone for doing this work

Dual-fuel GT6 MkIII engine

Q. "We have a GT6 Mk1 which we are currently trying to restore and have come up against another problem with the engine. The engine is a MK3 engine. We eventually got the engine (after several sets of Stromberg carbs) to run. Initially it run ok to start with then began to smoke, a very white/light grey smoke. The smoke seemed plausible as the engine had not run for over 11 years. When we got the engine first running the oil pressure gauge was reading what I thought was reasonably healthy (don't actually know what its supposed to be!) this has gradually diminished down to nothing. I was advised that the smoke could be caused by sticking piston rings and was told to put a small amount of diesel down the bores and leave overnight, which we did. On draining the oil a very runny petrol smelling substance came out, an awful lot of it. I Was told that the seal between fuel pump and engine may have gone so checked this and all seems ok.

Could you please advise how this petrol could be getting into the engine? I have checked the compression of the pistons and they seem ok. Now I am unable to get the car to run for very long. I think the whole lot is related somewhere! Any help or advice would be much appreciated. Many thanks "

Alan Hazlehurst

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GT6

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A. I have struggled with why the oil pressure has dropped as the white smoke has emerged. Normally, you could put the white smoke down to worn or broken piston rings causing oil to get past and be burnt.....but that doesn't lower the oil pressure. Low oil pressure is generally caused by a worn pump, thin oil or big clearances in your crank bearings.....but that doesn't cause white smoke! So what could cause both? My thoughts are that you do have petrol getting into the engine. This would thin the oil and significantly lower the oil pressure. In addition, the thin oil will not be stopped by the pistons' oil control rings and that is what's causing the white smoke.....I think. The petrol can either be coming in from the fuel pump or from flooded carbs. If the carbs have been flooded a lot to get the car started (you mention several sets of Strombergs) you could have flooded the cylinders and filled the sump with fuel. Petrol will quickly drain down past the pistons. I suspect that a combination of different carbs, lots of choke and flooding and, after all that, the diesel in the bores, has filled the engine with a petrol /diesel / oil mixture.

I'd recommend rebuilding/adjusting the carbs correctly, checking the ignition is working perfectly and then refilling with clean oil. You won't know if there is an underlying fault until you have removed those other problems.

Good luck.

Vitesse MkII springs

Q. "A very quick question that I hope you may be able to help me with. I've recently bought a Vitesse MKII convertible that is in need of some work to get back on the road. It appears at some time in the past to have been lowered - something I wish to reverse. At the front it is quite obvious that the springs are shorter, but I'm not sure if the rear has been modified. It certainly has a pronounced slant towards the front of the car (i.e. the front looks lower). What should the height of the top lip of the rear wheel arch be above the ground. I really need a rough idea to see if the back end has been touched. From inspection it still has rotoflex and lever arm dampers so I don't think anything has been changed - unless it's lost a leaf or two out of the spring - but I'd like to put my mind at rest, regards,"

John Birch

A. The Vitesse MkII spring should have 11 leaves with a thickness of 0.203". I cannot tell you the correct distance to the wheel arch because of all the different wheel and tyre sizes that exist. However, the rear wheels should have 2.25J ±1J of positive camber. A good tyre/alignment centre should be able to check this for you. Ask if they can measure CAMBER angles before booking. If you do remove the spring, place it on the ground vertically and measure up to the underside of the bottom leaf. I think that you'll find that it is about 165mm.

If someone has been 'playing' with the springs, they normally start with the front springs because they are easy to buy and easy to change. Up-rated rear springs are far more of a mixed batch. Check the wheel arch clearances at a Triumph Show.....it could be that only the front springs have been lowered. Another check (that perhaps doesn't tell you much....?) is the headlight alignment.....are the lights very low, indicating that someone has lowered just the front. Your car would not be the first to have not had the lights re-adjusted after lowering the front end!!!

1500 Overdrive Gearbox into a Herald

Q. "Since the last e-mail I have had some bad news, not to do with the MK 3, but the 1500, its failed its MOT, serious rot, probably terminal. I don't think it's really worth repairing, I can't take on another restoration at the moment. However mechanically it is excellent, the engine was rebuilt only 3000 miles ago, and it goes a treat. On the down side the gearbox is showing wear, the second synchro has failed. My dilemma is what to do with the car, it could be restored, but it would be a major undertaking. On the other hand it would provide useful spares for the Herald and MK 3. the overdrive is especially tempting! I was wondering what the technical implications are of fitting a 1500 box and O/D to the Herald (13/60), whose own box is past its use by date. I have considered a total engine transplant, but the cars only covered 32,000 miles and is very sweet, would be a shame to change it. This brings me onto another

point, the thrust washers have failed, I assume they can be changed from below (removal of sump etc), is it likely that the engine could have been damaged through such a failure, it manifests itself by a severely slipping clutch!! Sorry its a bit long winded, hope you can help. Yours hopefully,"

James Vessey

A. Fitting the 1500 box is quite easy. I would recommend fitting the 1500 flywheel and clutch to the Herald crank. The box and overdrive then bolt easily to the engine. For the overdrive rear mount, you'll need to buy the overdrive mount and a new chassis plate to suit. This again bolts directly into your chassis. The propshaft front flange will need changing for the larger type and the propshaft will need shortening. You may find that a non-OD Vitesse propshaft, with a small Herald flange fitted to the diff-end will fit straight off. You'll need the angle drive for the speedo cable and the overdrive wiring and gearstick from the 1500 will also be required.

Regarding the thrust washers. If it is simply a replacement of the thrust washers, then that is also quite an easy job. However, if the engine has been run for long without the washers this may have damaged the facings on the crankshaft's rear journal or the block. Check these over when you drop the rear main bearing cap. You may find that you can polish them up sufficiently to simply fit new thrust washers, leaving the crank in place.

Drawings for unobtainable panels?

Q. "I currently own a 1967 Mark 2 Spitfire, which I purchased as a restoration job (no floor, but chassis and the rest okayish). I've stripped out the engine, trim, wiring and have started to strip off the paint (underseal !), but have now find the bulkhead in poor condition. These bulkhead panels must be the only panels you can not purchase, leaving me with only the fabrication route to take. The question I would like to pose concerns the Triumph drawings /dimensions for these panels, have we as a club got access to these drawings, and if so how can I get a copy. Any help in

this area would be appreciated. Thanks"

Terry Kearns

A. I don't think that you'll be able to get copies of these drawings, but you may be able to look over them. My first point of call would be the British Motor Heritage Centre at Gaydon. Their archive rooms hold most, if not all, of the drawings for our cars. I don't think that they'll let you copy them because they may want to remake them one day.....but I doubt they will. Try asking nicely.

However, it is normally only the bottom few inches of these panels that is missing. If you offer up the new sill and floor panels that you have, there is not normally much imagination required to shape the bottom edge of the rusted out panel. Do one side at a time, so that you have the other side as a reference.

MkIII Spitfire Overdrive badge position

Q. "I joined the TSSC last year, and my partner and I really enjoy reading your column. I hope you can help me with my question. We've recently finished restoring our 1968 MK III Spitfire, and part of that included adding an overdrive. Now that I've got an overdrive, I also got an overdrive badge for Christmas to put on the Spitfire's boot, but I don't know where to drill the holes for it. Can you tell me where (exactly) the holes have to be drilled? I'm really hoping you can tell me the locations of the holes - x inches from the left and x inches/centimetres from the bottom. Thanks in advance - I promise to send a story and a couple of photos for the Courier soon"

Sue Pace

A. I am not saying that it is right, but the left-hand hole on my badge is 87mm in from the left and 60mm up. The right hand hole is 199mm in from the left and 90mm up. Be very careful here. Only drill the holes to suit your badge. There were some copy badges on the market that had different hole spacing and were slightly smaller than the originals. That's OK if your fitting from new, but as a replacement they were hopeless. Only use my measurements as a rough guide.

Vibrating GT6

Q. "On my GT6 MkIII (non rotoflex) I have a general, droning sort of vibration that drones in between 2000rpm and 3000 rpm in top gear O/D, is worse with the throttle open and cycles in and out about every 2 seconds. I can drive through it and it pretty well disappears after 3000 rpm. Also at a precise road speed (28 mph in or out of gear) there is a low pitched warbling sort of noise from the rear of the car possibly offside but difficult to tell. Is this a U/S wheel bearing and could it be related to the problem above?

Any ideas please? Thanks in advance, "

Peter Boxshall

A. A fitting letter for me to finish on, because the vibration on GT6s will carry on for years! Very often it seems to be solved by luck and appear for no clear reason! Your first drone, I am sure, is the propshaft. It changes on-and-off throttle because there is wear in a UJ (probably the rearmost one) and this changes the shaft's alignment depending on the torque going through it. Try changing the UJs, keeping the flanges in their current alignment. If you're lucky, it won't need rebalancing. You're low pitched warbling sort-of-noise could be the rear wheel bearing, the UJ, the tyre or a buckled wheel. If the noise changes as you take a corner at 28mph, suspect the rear bearings or UJs. When you attack the propshaft problem, have a look over the rear suspension to see if you can see any tell-tale signs.

I am still chasing the vibration on my car. I have had the propshaft balanced twice, changed and checked the flanges on the differential and gearbox and it is still there. I know that it is the propshaft causing the shakes, because I have had a stroboscope and an accelerometer on the car to see what is happening and you could see that the vibration was exactly in phase with the prop. **BUT I THINK THAT I HAVE NOW FOUND THE REAL CAUSE.** Thinking back, the vibration started sometime around, or after, I changed the overdrive from a D-Type to a J-Type. This meant a change of mainshaft in the gearbox and I think that the problem is that this shaft is bent. The bend on the mainshaft is causing some 'throw' on the gears and shaking the gearbox. The frequency of this shake is exactly in time with the propshaft and this causes the

vibration. The back of the gearbox is, effectively, shaking the front of the propshaft. I can balance the propshaft all I like, but it won't make any difference with that gearbox. This is my latest theory anyway and I bet changing the gearbox will fix it.....we'll see!

That's all my e-mails cleared up. However, before I sign-off and quit, I'd like to add that I have really enjoyed being the Technical Secretary and I will miss Bernard chasing me up for missing his deadlines every month. I haven't been very involved in official Club business and have never been to an AGM (sorry Bill) but I have enjoyed helping out members in distress. In fact, You, the members, have actually made this job easier than it appears with all of your e-mail questions because I haven't had to think of new articles every month. I have quite enjoyed the diverse spread of topics.

Beverley, my wife, says that she doesn't think that I'll ever really retire from Triumph matters. She doesn't need reminding that the Spitfire has been there longer than she has, and you never forget your first love, do you?! (I am in trouble when she reads this!)

See you,

Carl

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After 13 years as the Technical Secretary, Carl wants to pass the reins to someone else.....

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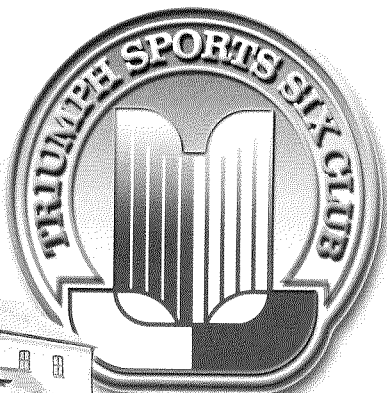
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Jaguar340/420/S-Type/XJ6/Riley 1.5/Morris Minor
Daimler 250 V8/Rover P4/P5/P6/501/MG Midget/Singer
Gazelle/Wolsey 18/85/2200/Standard Ensyn/BMW 2002
Stock changing all the time. Will take part exchanges.
Triumphs always wanted for spares/restoration.

Visit Your HQ

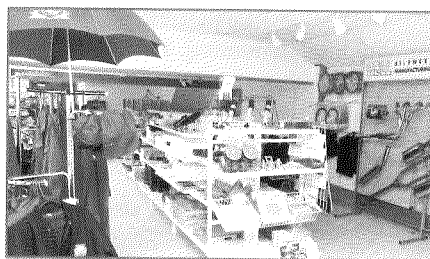


As a TSSC Member and an enthusiast for all things TRIUMPH - a visit to the largest collection of Club Cars and unique Triumph Memorabilia in the UK should be No. 1 on your list of 'Things I really must see and do this year'!

Situated in a lovely rural setting in the Heart of England, TSSC HQ is open 9 to 5 Weekdays all year round and selected Saturdays (ring for Dates) and once on site you can spend an enjoyable time soaking up the nostalgia, studying the exhibits and marvelling at the originality and condition of some of the Top examples of 'Our' cars to be found anywhere.

Enjoy a Hot drink and perhaps be tempted by some 'Goodies' in the Shop, we're sure you'll have a great time and perhaps learn something new too!

We look forward to seeing you - soon?

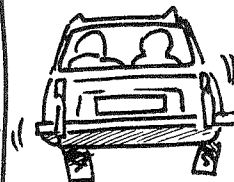


How to Find Us
Junction 20 M1 then A4304
to Market Harborough.

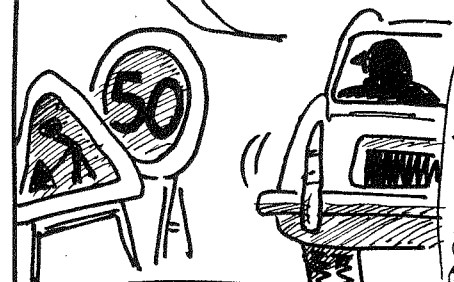
TSSC HQ
Main Street, Lubenham,
Leicestershire LE16 9tf
Tel: 01858 434424

Tommy the Triumph

WELL, THEY SAY WHAT GOES AROUND, COMES AROUND.....

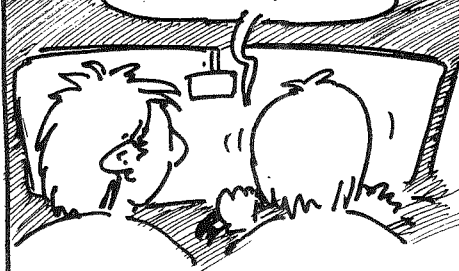


JUST LOOK - ROAD WORKS AT 50 m.p.h.....

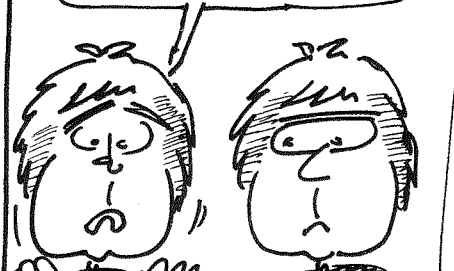


© Cam 12/2001

POLICE SPEED CHECK AREA, At 50 m.p.h.....



VARIABLE SPEED LIMIT ON THE M25 ... At 50 m.p.h.....

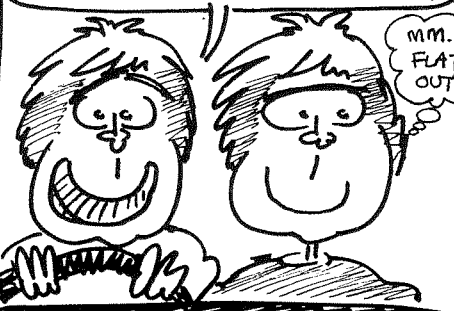


BY CHICK STEPHENSON

NOW, COMPULSORY 50 m.p.h. LIMITS ARE PROPOSED FOR A LARGE PART OF THE MOTORWAY SYSTEM !!



SEE? AFTER 30 YEARS, OUR CARS ARE AS FAST AS EVERYONE ELSE'S. AGAIN !!



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
<http://www.tssc.uk.com>

TSSC INSURANCE QUOTATIONS

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

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

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

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Tel: 01858 434424 Fax: 01858 431936

RAC SCHEME

TSSC, Main Street, Lubenham, Leics. LE16 9TF
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All magazine material must be received
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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

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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.

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

SPITFIRE Mk IV/ 1500

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Camberley, Surrey. GU16 6DS.

VITESSE 1600/ Mk I/ II

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e-mail: vtompson@ivy-cottage17.freemove.co.uk

COMPETITION SECRETARY

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

ALL TRIUMPH (ARTICLE IDEAS)

TSSC H.Q. Main Street, Lubenham, Leicestershire. LE16 9TF.
Tel: 01858 434424



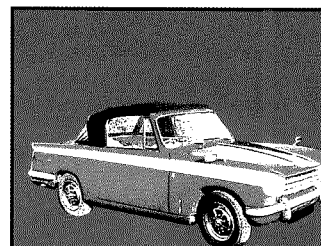
FEBRUARY 2002

Plus

CLASSIFIED CARS & PARTS CONTENTS

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

Visit the TSSC Club Stand at this years



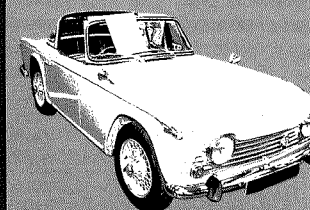
Triumph
SHOW
AND SPARES DAY
SPRING
2 0 0 2

see us @ www.classiccarshows.org.uk

TICKETS
£7
ON THE DAY

INFORMATION
HOTLINE
01568
797881
Office Hours 9am - 8pm
TRADE ENQUIRIES
01568
797228

Vintage & Classic Events,
The Thims, Bodenham,
Herefordshire HR1 3JX



10th
FEBRUARY
2 0 0 2
National Agricultural Centre
STONELEIGH

(4 MILES FROM JN.15, M40)

10am-4pm

Autojumble & Trade Stands
Club Displays
Cars For Sale
75,000 sq.ft Heated Hall
Under 16's FREE!
Pride of Ownership Awards



Tel: 0121 246 6060

MGenthusiast
magazine



AREA DIRECTORY

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

DIRECTORY CHANGES TO AREA LIAISON OFFICERS
VIVIEN & VICTOR THOMPSON
TEL: 01302 850740
E-MAIL:
vtompson@ivycottage17.freemove.co.uk

SCOTTISH AREAS

29 CENTRAL & WEST
Jim Smellie:
07771 956643
Tinto Firs Hotel
KILMARNOCK GLASGOW
1st Thurs. Eves.

64 NORTH EAST
Danny Stroud:
01224 742315
The Gordon Hotel
Aberdeen
Last Thurs. Eves.

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

NORTHERN AREAS

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

75 CUMBRIA
Bob Westgarth
01697 351654
Venue as in
Area News
Last Sun. Lunch

17 MANCHESTER
Pippa Flegel
Frank Spencer:
01524 791607
Rope & Anchor
DUNHAM MASSEY
1st Tues. Eves.

20 NORTH EAST
Mark Astley Tel: 0191 2700778
Andrew Dunning
Tel: 01915485188
The Travellers Rest (A691)
Durham to Consett Road
1ST SUNDAY 8.30 P.M.

26 LANCASHIRE
Karen Gaskell 01704 220260
Ray Evans 01772 744809
The Phantom Winger
BROUGHTON
Last Tuesday.
From 8pm.

77 WIRRAL
Andy Todd:
0151 339 4150
Cottage Loaf
Thurstaston
1st Tues.
Eves.

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

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

44 WEST YORKSHIRE
George Kemp
Telephone:
01977 791718
The Black Bull
BIRSTALL
2nd Tues. Eves.

OVERSEAS AREAS

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

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

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

NORTHERN IRELAND

76 NORTHERN IRELAND
Colin Lindsay
02838 849063
Glenava Hotel
NEWTOWN ABBEY
1st Sun. Lunch

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

WELSH AREAS

DIRECTORY CHANGES TO AREA LIAISON OFFICERS
VIVIEN & VICTOR THOMPSON
TEL: 01302 850740
E-MAIL:
vtompson@ivycottage17.freemove.co.uk

37 NORTH WALES
No meeting
Contact only
Derrick Binning:
Telephone
01244 543171

74 SOUTH WEST WALES
Brian Morris 01792 587204
Ken Bradley 01269 594578
The Gwyn/Ring A.O Details
HENDY/Ring A.O Details
1st Tues. Eves
3rd Sun. Lunch.

83 SOUTH WALES
Neil Hicks
01684 290494
Jarvis Hotels
WENTLOOG CASTLE
NEWPORT
Last Mon. 7.30pm

EASTERN AREAS

08 ESSEX
Lizzie Day:
01375 843969
The Dog & Partridge
ORSETT (A128)
1st Mon. Eves.

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VIVIEN & VICTOR THOMPSON
TEL: 01302 850740
E-MAIL:
vtompson@ivycottage17.freemove.co.uk

19 NORFOLK
Joe Craske:
01493 728764
Auto-Pilots Bar
NORWICH AIRPORT
1st Mon. Eves.

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



CANADA
David Stock:
R.R.I.,
Picton
Ontario
KOK 2TO

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

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

PORTUGAL
Antonio Cabral Afonso:
Urb. Portela Late
180-52-Dy2
2685 SACAVEM
00 351 1 9433002

NORWAY
Thor Svaboe
Skogveien 97
N-1369 Norway
00 47 92 81 97
thor@expo-nova.no
//groups.yahoo.com/group/Norwegian_Spine_and_Gite

SOUTH AFRICA
TBA

MIDLAND AREAS

70 CANNOCK
Andy Parlett
01543 422062
Contact AO
For Details
1st Mon. Eves.

00 COVENTRY
Kevin Murray
02476 410180
The Weaver's Arms
Fillongley, COVENTRY
1st Tues. Eves.

66 DERWENT VALLEY
Peter Rose/Kev Stubbs:
01773 857342/0115 9550893
Ambergate Social Club
A6, AMBERGATE
1st Tues. Eves.



79 LINCOLN
Dave Toogood:
01529 455561
Cowbridge Inn COWBRIDGE
The Halfway House
A46 Swinderby
1st Tues/3rd Weds.

47 NORTHANTS
Graham Nobbs
Telephone:
01604 841896
The Bell Inn
FINEDON
2nd Weds. 8pm.

25 OXFORD
Andrew Webb
Cathrine Deacon
Telephone: 01865 863467
White Hart
FYFIELD
3rd MON

52 PETERBOROUGH
Doug Balderson: 01778 560507
Paul Lumsden: 01780 470358
Bertie Arms
UFFINGTON
STAMFORD
2nd Mon. Eves.

22 STAFFORDSHIRE
Simon Marshall
Telephone:
01782 642465
Lakeside Tavern
BARLASTON
1st Wed. Eves.

40 WEST MIDLANDS
Chris Allen:
0121 384 6509
Moxhull Hall Hotel
SUTTON COLDFIELD
2nd Tues. Eves.

DIRECTORY CHANGES TO AREA LIAISON OFFICERS
VIVIEN & VICTOR THOMPSON
TEL: 01302 850740
E-MAIL:
vtompson@ivycottage17.freemove.co.uk

60 WORCESTER
Ian Manderson
01452 618113
The Berkley Arms
SPETCHLEY
1st Mon. Eves.

SOUTH EAST AREAS

07 EAST BERKS
Mark Smith:
01189 268230
Seven Stars
KNOWL HILL
2nd Tues. Eves.

50 SOUTH BUCKS
Carl Swanson:
01494 681393
The Squirrel
PENN St, BUCKS
3rd Wed. Eves.

59 CANTERBURY
TIM SCRIVENS :
01233 812616
The JACKDAW
DENTON
1st Tues. Eves.

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

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

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

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

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

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

SOUTH EAST AREAS

09 GATWICK
Tony Locker-lampson:
01293 885420
Rowfant House
ROWFANT
1st Mon Eve. 3rd Sun Lunch.

48 HANTS & BERKS
Craig Gingell:
01256 841505
The Jolly Miller
NORTH WANBOROUGH
1st Tues Eves/All Months 3rd Sun Lunch.

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

12 HERTS & BEDS
Mandie Hollingsworth:
01462 814051
The Bull Inn,
Whitwell
2nd Mon 8pm

87 WEST HERTS
Randal Merlino:
01422 381658
or 07949 833311
Rose & Crown Hotel
TRING, HERTS.
2nd Thurs. Eves.

62 ISLE OF WIGHT
Garth Jupp:
01983 872913
Taverners
GODSHILL
Last Tues. Eves.

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

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

53 S.E. LONDON
No meeting
Venue
Contact only
John Macrow:
Telephone
01689 829231

21 NORTH LONDON
Philip Willcocks
01727 823862
020 8449 6153
Cock & Dragon
COCKFOSTERS
2nd/last Mon. Eves.

82 NEWBURY
Dave & Mary Rumens
01635 868640
The Spotted dog
COLD ASH
2nd & 4th WED. Eves.

33 SOUTHERN
Suzie Hunneybell:
01672 574241
The White Horse
A32 DROXFORD
1st Tuesday. Eves.

46 SURREY
Karen Chignell
Telephone:
0181 8733022
The Wellhouse Inn,
KINGSWOOD, A217
4th Wed. Eves.

57 SUSSEX
Clive Senior:
01273 566593
The Green Man
Lewes Road
RINGMER
1st Wed. Eves.

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

SOUTH WESTERN AREAS

02 AVON
Colin Murrell:
01179 691322
Blathway Arms
Bath Racecourse
1st Mon.

03 CORNWALL
Carol & Les Coventry
01726 824523
Hawkins Arms
ZELAH
2nd Thurs. Eves.

04 COTSWOLD
Colin Murrell:
01179 691322
The Victoria
EASTINGTON NR STONEHOUSE
3rd Weds. Eves.

06 DEVON
Rob & Helen Northcott:
01822 890635
Ring A.O. Details/ Cowick Barton Inn
Ring A.O. Details/ EXETER
1st Sun. Lun./3rd Wed. Eves.

51 DORSET
Jasper Bacon
01747 871379
Rose & Crown
BRADFORD ABBAS
Last Tues. Eves.

84 GLOUCESTER
Barry Minett-Smith
01242 522973
The Kings Head
NORTON (A38)
3rd Monday. Eves.

32 SOMERSET
Peter Greenslade
01823 288438
The Black Brook
TAUNTON
Last Thurs. Eves.

31 SWINDON
Shawn Hindon
01793 345032
The Black Horse
WANBOROUGH
1st Thurs. Eves.

86 TEST VALLEY
Bob McDay: 01256 410192
The Royal Oak
GOODWORTH CLATFORD
2nd THURS. 8.00pm

39 WESSEX
Trevor Carlyle:
01202 548582
Bournemouth
Flying Club
3rd Tues. 8pm

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



AREA LIAISON OFFICERS REPORT

We have so far received quite a lot of Area registration forms, but those Areas which haven't registered yet, please do so a.s.a.p.

The winners of the first Area draw for 2002 are Cotswold, so please contact HQ to request your vouchers.

If anyone has any items you would like on the agenda for the AO seminar in March please let us know.

TFN

Victor and Vivien.

AVON

WHAT BETTER WAY TO START THE YEAR THAN A PARTY?

You are all invited to a Mega Birthday Party, on the **2nd and 3rd of February!** Where? At the Bristol Classic Car Show, Royal Bath & West Showground, Shepton Mallet! 10am - 5pm - We will have a Club stand and be camping as normal! Be prepared to have to pay for camping though!! On the Club stand, we will be celebrating the following:

Vitesse is 40! Represented by Les and Jones' 1600 Saloon. Spitfire is 40! Represented by Tin's MkII 13/60 is 35! Represented by Rob and Hen's 13/60 Convertible. Bond Equipe 2.0 is 35! Represented by Larry's MkII. Triumph Sports Six Club is 25!

Well, one excuse is as good as another! Come along! Bring drink! Bring food! Bring Pressies! Who knows, we may even have cake!!

Do I hear Bells in Avonland soon? I won't steal anyone's thunder, but congratulations to the couple concerned! You know who you are!!

Highly Recommended Traders this month! Naturally Paul Cull! Andy Turner, SW Classics, Rimmers, Jigsaw Racing, and Anglian Triumph. All providing Sterling Service!!

My New Years Resolution, is to spend less time living at work, and more time living full stop!

Sounds like another Party! Party (2): Swindon Xmas Party lived up to expectations!! What a great night out! Many Thanks to Rob (for Chauffeur Service), Paul (B&B), and Shawn, (for organising it!!) who even managed to lay on two pretty waitresses! (Paul and I were impressed!!) Thank you to you all for making me so welcome! Those who didn't go, missed out! As expected, there was plenty of cannon fodder, but I don't recall any sprouts sticking to the ceiling (as per previous years!). Apparently, Rob's still looking for his prawns - Wot No Fingerbobs!!

A.L.O. REPORT . . . AVON . . . BANBURY

January's meet. Good to speak to George, who we hope to see soon! He has a 1500 Spitty on the go, as well as a Canadian Spitty! Saw Karl, and Lyn's GT6 Cony (well in picture form). It looks like another Paul Cull Masterpiece! With work done by Karl as well of course!! Most of the time was spent planning Shepton Mallet, and reminiscing over the Avon Area Xmas Party (3) in the form of the Panto! Oh no it wasn't!! 35 of us went to see Jack and the Beanstalk, staring Huggie Bear. We got a special mention right at the start, naturally we responded by providing the biggest cheer of the night (well next to Katie Cucumber!) Well sorted Nev!! Great to see people from other Areas joining us; Paul (Swindon), Somerset Crew (Jones's) and especially the Essex Crew (Lizzie, Paul, Annie, Keith, Kim and Trev). This years Panto, seemed even better than last years! What a laugh, especially Simple Sean, sorry Simple Simon (I must admit mate - uncanny lookalike or what! Even Fluff seemed a little confused!!!) who, with his many and varied impressions, had the Princess struggling for her lines, due to laughter, on many occasions!! For some, the celebrations started on Friday night! I joined them, for the Saturday midday Breakfast Feast! After the Panto, saw some having Fish and Chips, and others a late night pre-booked Indian Meal (thanks Rob and Hen - well sorted!!!). This was then rounded off by a very late rendition of "Lucky Dip Naff Xmas Pressies!" Such Taste! Just where did some of those items come from? Special mention of; china cat, one-armed doll, and Keith's remote control car! Many thanks to Rob and Hen for the hospitality, Nev for organising it, and to Essex for travelling so far to be with us! By the time you have read this, having had Lizzie twist my arm a little, Rob, Hen and I, will have hopefully survived the Essex Christmas do! (Party No. 4!). This involves London Village! This being my first ever visit, could provide a sort of Cornish Crocodile Dundee Scenario!! What a start to the year! Such OVER-INDULGENCE, Merriment, and Debauchery!! This brings us nicely to Party No. 5:

BREAN 5 DAY SPECIAL Fri 31st May 'til Tues June 4th. Yes you read right - five days!! This will be held over the Jubilee Weekend (double bank holiday - hence Mon and Tues!). I'm negotiating with Unity Farm as I write! So far I'm hoping for something like £20 for the four nights each (Unity want £15 per pitch per night! - but I'm working on them). The object is to make it as cheap as possible, to get as many as possible there! Because of this, I am hoping to cover the running costs (programmes, postage etc.) and some subsidising of the price for us all, therefore there will be:

TSSC AVON SUPER RAFFLE - Starts Now!! 1st Prize one year's TSSC Membership! See me for details. Les and June have very kindly donated one year's subscription to e.g. Triumph World or Practical Classics, as another prize. Many Thanks Les and June!!

I am also hoping for some sponsorship for prizes/adverts, from some of our friendly supportive traders!! The main objective, to make Brean a good cheap weekend! After all -

This is STER! Southwest's Total Enjoyment

Rally! It has also been suggested, along the lines of patriotism, the "Stuff The Euro Rally!!" Naturally, all payments to be made in Pounds Sterling!! Another reason for partying during this period, is to help Annie celebrate her 30th!! What more reasons do you need to be there???? Other forthcoming events include:

Feb. 6th. Happy Birthday Nicole!
Feb. 10th. Triumph Show & Spares Day - Stoneleigh

Feb. 17th. Happy Birthday Briony!
March/April Proposed Go Karting!
Apr. 28th Westbury Transport Extravaganza!

Finally, a serious bit! For whatever reasons, despite the Mega-Highs of SEM, Brean (I&2), Stafford etc., 2001 wasn't one of my best years! I just wanted to take this opportunity to thank everyone out there for the help and support given! Especially Nev, Sean and Nikki, Rob and Hen, Paul, and the Essex Crew! There's certainly a lot more to this, than just old cars, it's the people, people like you! Thank you!! Just as well 2002's gonna be a better of a year then, isn't it! Party On!

P.S. Hi to the N.G.D.'s! (Northern Gravy Drinkers!)

Col

BANBURY

A belated, but Happy New Year to all Triumph enthusiasts in the vicinity of Banbury, Brackley and Buckingham. The Area hopes that Christmas went well for you all and that you and your cars got the presents you wanted! My own Herald Coupe was treated to new valances and a repaint and now looks quite dapper!

On to more serious matters: for some time, the Banbury Area has not appeared in The Courier as a registered Area and news reports have been sporadic. The simple reason is that there has been a major downturn in local interest and often, we do not have anyone present at meetings, about which to report! In fact, there have not been enough paid-up TSSC members present at meetings at any one time, even to allow the Area Organisers' form to be completed correctly to register us again as a TSSC Area!

As such, at our Christmas Dinner, held jointly with the multi-marque Buckingham and District Classic Motor Club, the Area Organisers decided that, unless anyone would like to step in, take over and inject new effort into it, we will put the Banbury Area into graceful retirement and cease local meetings.

This is a shame, as the Area has been going for a number of years and we have all had fun with it, made new friends and enjoyed the camaraderie that comes with our shared interest in Triumph cars.

So, if there is a TSSC member who would like to take over running the Area, we'd be pleased to hear from you. Please get in touch with Dave, Maria or myself - we will be happy to 'swear in' a new AO. Otherwise, this will be the last Banbury Area News. Whatever happens, we wish you all Happy Motoring in your Triumph! Best wishes

Claire, Dave and Maria

BELFAST . . . EAST BERKS SOUTH BUCKS

BELFAST

Hi all, and firstly - Happy New Year! Yes, I know it's now February, but for me it's still the first week in January whereas the last report was written in the last week in November so it was too early then! If you've emerged from hiding behind the settee after my last report, I was going to apologise for writing it when I was tired and grumpy and feeling a bit let-down but since then I've had members contacting me to support what I said - if we don't support the events, there won't be any events. Enuff said. Of course, December's meeting was also the AGM, where our usual stalwart core of a dozen or so members decided on the Club's future, which included getting me again as AO in the absence of anyone else. This year I had arranged a presentation from the Stena Rally organisers, Gary and Phil, who gave up their Sunday afternoon to show us what the Rally was about and how we as a Club, or just at an individual level, could help them. This event is feeling the pinch these days with more and more roads becoming unavailable as rally stages, and costs spiralling ever upwards. Marshalls are always needed, so help is appreciated!

Gordon Dunlop suggested an excellent idea to me recently, which I promptly took him up on, so there is now a TSSC Northern Ireland presence on the Internet at <http://www.smartgroups.com/grouptsscnl>. This is a completely free service whereby members can join up and send messages to all other members, discuss ideas and events, sell cars or parts and show off photos in the albums. There is a full yearly calendar which members can use to highlight dates and events, so join up and show off a few photos of the Club or your cars. It's nice to see Jonty back in the land of the living and busily uploading photos of the green meanie!

Events for February include the MG Owners Club Quiz in the Ivanhoe, Belfast on **Thursday 21st** at 7.30pm. We must be able to do better than two members this year - there's an auction and a raffle in which Lawrence and I did quite well last year, so come along, have a fun evening, answer a few simple questions, and raise money for Cancer Research. Entry is £5 per person.

This year's Annual Dinner will be at The Tidy Doffer at Ravernet again, since they did so well last year. I've booked for **Friday March 1st** at 7.30pm, and I'll be happy if the turnout is as good as last year! I'll probably keep to the same menu, steak or chicken, but please advise me of any special dietary requirements beforehand so I can pass on the necessary. Turn off the Lisburn Road at Sprucefield heading for Ravernet and you'll find the Tidy Doffer 1.5 miles on the left.

We're now careering full steam ahead for Totally Triumph on **September 7th**; help and ideas are needed to keep members amused for the whole day. Norman has already approached some of the mainland traders who are eager to attend, so with a bit of effort we can make this as good as past years, at the very least!

Cars for sale this month - most of them

on the Smartgroup too - include Gordon's Spit MkIII, Chris Hull's Spit MK4, and Des's Triumph 2000 which is going for an absolute song. Mark Raine needs a seat runner for a Spit MkIII and a pair of sports seats to boost his restoration - anybody got any MKIII bits?

In absence of anything else that I can think of, that's it for this month - 'til next time, keep between the hedges!

Colin

EAST BERKS

Firstly, sorry for the lack of news last month, but the deadline fell before our meeting so there wasn't anything to report! The Christmas do was a really good night out - we numbered at least a dozen - and the beer + pies were fab! As it turned out, the Caterham 7 Club were sat on the table next to us!

Not a great deal to report this month however, except that it's nice to see Mike's a lot happier now. He's still handing over the job of treasurer to Peter though and I now have the accounts paperwork which I'll hopefully hand over to Peter next month - Kevin, didn't you have some stuff too?

Cold and wet though it was, David still made it down in his 13/60 Convertible which was looking very shiny I thought. Dog's starting to look a bit shabby around the edges so I've been on the phone to John Yarnell at JY Classics with a view to getting something done about the bodywork. I'm still working on George the GT6 and I'm on target for completion at the end of March. Door glass and locks + petrol cap are now in and it's starting to look like a car again! The whole house stinks of wax-o-lyl having come in from the garage where I typed 2.5 litres of waxo-lyl thinned down with white spirit into the body cavities.

It's only now starting to fade after a week - a warning to those of you with integral garages!!

Oh, and the other news of note is that I got an answerphone for Christmas, so if anybody rings me they can actually leave a message now if (when) I'm not around!

Looking forward to Stoneleigh on the **10th Feb** - I'll be going to that, also the Classic motor show is on soon at the NEC (I think), anyway it's been publicised in The Courier. Could be good - I think I'll try and drag my dad down to that! Is anybody else going? Drop me a line!

Now is the time that the Club season is just starting up again and we need to be planning our own local events. I need to know what we'd like to do - do we want indoor type events like 10 pin bowling or skittles, or do we want outdoor meetings in our cars at places such as statly homes, or perhaps treasure hunt type car runs? Is there anything else I've forgotten?! I don't know! So PLEASE if you have suggestions, just call me and leave a message - it won't take long - and we'll have some events this year to re awaken our enthusiasm!

Not long until the Isle of Wight... See you,

Mark

IMPORTANT NOTE

Reports can be e mailed before the 10th to: courier@the-studio.demon.co.uk



SOUTH BUCKS

A belated Happy New Year to all members in South Bucks. Let's hope it's a peaceful one for us all. I'm sorry I missed the Jan issue, but as most of you know, I have four children at three different schools so it gets rather busy! I hope you had an enjoyable holiday and Santa brought you everything you needed!

The Christmas meal at The Harvester was a great night! well, at least I thought so! Alan and Janice, Rob and Sam came along, so did Robin and a new member called Daniel who has just purchased a rather nice Spitfire MK5 from that dodgy(!) JY Classics in Gt Missenden (01494 866087). Anyway, we can boast a Club car at the Christmas dinner thanks to Daniel! I attended but, unfortunately, the Baby Sitting agency we use didn't arrive, so my wife was unable to come. This, or as a few are starting to say, I live in a little make believe world with no wife, no kids etc.. Speaking of JY Classics, we have another prospective member who is having a rather smart GT6 MKIII look even better by JY. Mike is the rather lucky guy who should have his GT6 by the time you're reading this, and therefore it should be gracing the front of the Squirrel Pub car park soon!

The Squirrel was very busy for our last meeting of the year, you could hardly get in the car park! Amazing! No. It was not full of TSSC members, but you were wondering weren't you! Mike came along which was very good of him as he lives a good hour away. Daniel came, but no Spitfire (tut, tut!) Allan, Marcus, Rob & Sam and myself were the rest. Marcus was trying to enlist another member, but it turns out she was there for another club (!) Music teaching or something like that wasn't it Marcus!

By the time you have read this the AGM would have been and gone. I may be still A.O but may be I may have been ousted! To find out, why not come along to The Squirrel and find out? The next meeting is **Wednesday 20th Feb.** John from JY has also alleged that he may come along for a Club night in the not too distant future. If I was Mike or Daniel though, I would make him come along in the summer with everyone else and nitpick at his cars! Please note, I do take JY name in vain and jest. If you are thinking about buying or need some work done, you should really give him a call. John has also made the kind offer of loaning specialist tools to South Bucks members AS LONG AS ITS FOR A SHORT TIME AND ARE TREATED WITH CARE!!!! Kind regards

Carl



CANTERBURY

It is with sadness I start this month's news. Many of you will know by now that one of Canterbury Triumphs longest standing members, Ian Glover, died on Monday 7th January. Our thoughts and best wishes go to Sylvia and George, his mum and Dad, at this very difficult time.

Ian was easily recognised, he was never without Queenie, his fantastic guide dog. His Association with Triumphs was long standing. He rebuilt his T reg Russet brown Spitfire 1500, which his mum never quite drove fast enough for his liking, he attended shows all over the south east of England with the area. Mr T was unmissable with its unique decals - Bullet holes amongst others. After getting Queenie, the Spit became a little bit cramped for the three of them, so something a little larger was required. Ian moved onto a Sienna Brown Stag - a rare example, an automatic with original, working, air conditioning. Getting Queenie in and out of the Stag was a far easier and more comfortable for all concerned. Despite his move to the Stag, Ian continued to attend our monthly meets, almost without fail. Over the years we have known him - his treasure Hunts and Quizzes became legendary - Impossible and warped would be a fair description, but always entertaining - where he dredged up some of his music questions was anyone's guess.

Late last year he managed to fulfil one of his greatest desires - drive that Stag he loved so much - he did this with the help of his local Stag club - he took the car at full pelt down Manston Airfield at dawn. The buzz was so great he set his mind on trying to break the land speed record for the Blind. Sadly this was not to be.

With his encyclopedic knowledge of all things Triumph he will be greatly missed by us all.

On a lighter note; a belated happy new year to you all, a couple of dates for your diary. **23rd February**. Charlie is once again, with the 2000reg, organising the Canterbury run to Sheppy - Matt has been told he is organising the run there and back. For those of you that didn't participate last year the destination is a restaurant on Sheppy with a three course meal, I think I am correct in saying, the price is £11 per head. Numbers are limited so he will be opening to the participants from last year first and then to the rest of the area if places are not filled. Secondly the weekend of the **18-19th May** (yes, the summer - when it will be warm with never ending blue skies and not a single ounce of salt on the roads) is the Timbo run - a 600 mile cross country endurance run. This Charity run is being organised by John Macartney of Gaydon - again num-

CANTERBURY . . . CHESHIRE . . . CORNWALL COTSWOLD . . . COVENTRY . . . CUMBRIA

bers are limited, details can be obtained from either Charlie Harrison or me.

By the time you read this - Steph Harrison's arm will be out of its plaster cast - what a way to begin a ski trip - well done!! I will be organising a Mini bus trip to the TSSC Club HQ in **March** - this will be partially funded from Canterbury area funds, and open to all members. Anyone interested should let me know at the next meeting and we will confirm dates and times.

That all for this month - hope to see you all soon.

Tim

CHESHIRE

It's been quiet on the Triumph front again. I had a bit of garage shuffling to do over the holiday period and suffered from the traditional almost flat battery. The neighbours must have thought I was mad driving a Convertible with the roof down when the road was a sheet of ice. You don't have to try very hard to get wheelspin under those conditions.

We've had two meetings since I wrote the last report. As usual I find myself at work on the 10th (the copy deadline) writing the report and far away from the notes I made. We had a quite a few folk in December, and a very cosy little meeting in January.

On the rebuild front, there seems to be gentle progress with the two GT6s, and I haven't got an update for Dave's Vitesse.

The next meeting is on **Thursday 7 February** at the Cock and Pheasant. See you all there.

Henry

CORNWALL

A very belated Happy New year to one and all, so sorry we missed January's report. Going back to December thanks once again to Sally-Ann and Anthony for organising the Christmas party at The Glendorgal Hotel Newquay, with thirty six Club members and friends attending it proved to be even more successful than last year. We are having a slow start to the year with no events organise as yet, hopefully, our January meeting will bring in some suggestions. That's all for now. All the best

Carol and Les

COTSWOLD

Come and join Avon Area's Birthday Party, at the Bristol Classic Car Show, Shepton Mallet!!! All the more the merrier! **2nd-3rd Feb.**

December's Cotswold Area meet: Sorry, yet again I didn't make it! Must try harder in 2002! This time put it down to a combination of:-

A - a brand new VW Polo 1.4 pool car, that was meant to get me to Kent and back, but got as far as Swindon, and went "Can't Cope, Won't Cope, Game Over!". The ECU decided to pack up (as they did on to other of works Polos the very same morning!).

B - When I did eventually get back from Kent, (in a Fiat Brava - and I thought that

Electronic Hiccups was an Italian speciality!) having not only done that journey, but also driven 750 miles over the previous two days, my body then said "Can't Cope Won't Cope!". So sorry, especially to Chris Mills, who went along, only for me not to be there!!

No wonder people kept telling me I looked tired over Christmas. On top of nearly three months of twelve hour days, I drove over 3500 miles in December! Yes some of those were in a Vitesse, but not many! A very nice Jasmin 13/60 Convertible, sticks in my mind, down in Christchurch, but apart from that, I don't recall seeing many Triumphs at all!

FOR WHAT'S HAPPENING, SEE AVON AREA REPORT!!!

See you soon!

Colin

COVENTRY

Have you been brave enough to drive your beloved Triumph on those icy and salty roads this winter?! It's difficult to strike a balance between 'using and abusing' such cars, knowing that corrosion has always been their worst enemy. One of my college lecturers, many years ago, was convinced that the Midlands' road salt budget was paid for by the local car manufacturers - until the British motor industry finally decided to use zinc coated / galvanised steel for body panels.

Our first get-together this year was on New Year's Day, at the Weaver's. I was not expecting many folk, if any, that evening. However, there were 8 of us, including a new face, Richard Adams of Warwick. We sat in the bar, in front of the log fire. Karl and Rachel were hoping to avoid cooking that evening, but the Weaver's kitchen was closed for New Year's Day! It was suggested that a notice board displaying news, events, 'for sale and wanted' items etc. would be useful; I will arrange for this. The next meeting is on **Tuesday, February 5th** at the Weaver's Arms.

Triumph Spares day at Stoneleigh on **Sunday 10th, February**. Some of us intend to meet-up before the event and travel in convoy: suggested rendezvous is the Burnt Post pub car park (A45 / Kenpas Highway) at 9:30 am prompt! However, some people may wish to make their own way there. It proved to be a very interesting and useful event last year, with virtually everything 'Triumph' on sale - from rare badges to Spitfire bonnets. We can discuss this at next meeting - see you there, even if it's your first outing to the Weaver's. Regards,

Kevin

e-mail: tssc.coventry@hotmail.com

CUMBRIA

The Christmas Party was enjoyed by everyone, even those unfortunate enough to be the weakest links! Congratulations go to Marie, who was the winner and to Shirley, whose hard work made her role as the fierce quizmistress enjoyable for all concerned. We also met on the last Sunday in December at our new regular venue and were joined by Judith and

DERWENT VALLEY . . . DEVON



Steve and friend (sorry we didn't get your name). They hope to have their Spitfire ready shortly and work permitting we look forward to adding another car to our show stands.

The new list of events will be out soon, any queries can be directed to Phil, we are always on the lookout for new days out, any ideas to Phil or ring Bob if you can't get to a meeting. We hope to meet up with the Northeast Area when they visit Talkin Tarn in the Spring, looks likely to be **April**, but watch this space for a definite date.

A few members have expressed an interest in going to the Derwent Valley Area event this summer and we will be attending all the usual shows we hope this summer. The preparations for our own LAKES WEEKEND are now well under way and Shirley will be cracking her whip shortly! This summer will be a busy one and we look forward to seeing as many members as possible.

We are now having our regular meeting on the **last Sunday** of each month at 12.00 at the same venue. This is the Troutbeck Inn, Greystoke, just off the A66 between Penrith and Keswick, the pub does a cracking Sunday lunch at a good price (3 course £6.00) and also snacks, or just pop along for a drink and a chat. Children are welcome at the pub so don't worry if you want to bring them along. We are having our usual competition with the Cumbria TR group on the **first Sunday in March**. This will be a version of the Weakest Link with Shirley as the mistress with the sharp wit! The venue for this will be their usual meeting place, please contact me to check the venue if you want to come along and join in, or pop into the meeting on the **last Sunday in February**, we are well known to the owner and if we are not east to spot then he will point you in the right direction ...don't be shy we aren't! The calendar of events will be in the next issue ...see you ALL at one or two of them ... well I can only hope ... cheers

Bob

DERWENT VALLEY

Blimey! February's report already, some of us are still working off those extra mince pies and I'm writing February's report. This means that we've only got five months to go before this year's Peak Run. Following on from last years first ever two-day event, we have decided to do it again so 2002 brings you our second Car & Bike show and 14th Peak Run. Details will be published on our website: www.derwentvalley-tssc.fsnet.co.uk over the coming months as things are sorted out and confirmed.

Following on from Louisa's success in writing Derwent Valley's French Diary (Final installment in this month's Courier), she will also be doing a write up of last years event for the website.

Considering the cold and weather February's meeting was very well attended with a turnout of twenty-three, including three new members. Two of the new members were Richard and Sue Corbin with their GT6 MkII. It wasn't until the very

end of the evening when a very embarrassed joint AO found out that Richard and Sue weren't a "couple". Richard is in fact Sue's son, Sue didn't mind the confusion I'm not so sure about Richard though!

The other new member wasn't so new. Gary Flinn was one of the original founding members of the Derwent Valley Area way back and brought along a number of old Couriers including issue number 1 and also issue number 88. Why is 88 significant, well that issue contained Derwent Valley's first ever report by the then AO and still regular active member John Eade. At least one of our members (Amy) wasn't even born back then!! Gary is on the look out for a good Vitesse Convertible MkII, so if any readers know of one (it doesn't have to be local) please give him a call on 01332 880872. And while we are on the appeals front, a request from Stuart who used to own a blue Courier with a white roof registration SDJ 734 back in 1972 to 1976.

If anyone has any news on its current whereabouts or final fate please get in touch with me.

The entertainment for January's meeting was organised by Chris and Kirsty, otherwise known as the future Mr and Mrs Guy. Yes, Chris finally proposed on Christmas Day, everyone at Derwent Valley wishes them all the very best. The game was guess the music - in the style of the club singer. A Shooting Stars CD with Vic Reeves doing utterly incomprehensible noises gave us the best 50p worth of entertainment we have had for a long time. I seemed to find it got easier the more beer I drank. Winner of the night was Ed who got a massive 32 from a possible 38.

Finally to end the report two important events: Next meeting on **Tuesday 5th February** is a Technical Evening hosted by Moss Derby. The evening is open to anyone and everyone alike. You do not need to be a member or a Triumph owner so please feel free to come along and support the evening, there is a How to Find Us page on the website or you can always give me or Kev a call, numbers inside Area News front cover. A light buffet will also be provided. The Go Karting challenge is on against Staffs area on February 23 in Stoke. Full details available next meeting. Until then, TTFN.

www.derwentvalley-tssc.fsnet.co.uk
ao@derwentvalley-tssc.fsnet.co.uk

Dete

DEVON

Hi all. Well it's the beginning of December as I write this, but as you read this, Christmas has come and gone! A "belated" Merry Christmas and Happy New Year to you all anyway. Alas I let last month's Area News slip through my AO net, oops! As most of you should know I am now just a member of the TSSC rank and file having given up the AO post in December after, err is it two years?

I don't think I made too bad a job of it did I? It's not like we had a mutiny on our hands, and nobody has rushed forward to replace me. I have enjoyed putting together the odd event or two and appreciated

the support of those who regularly turn up, you have made it a worthwhile experience. Some of you might not have liked what we did, but you didn't come forward to say your piece all the same. I have met some really good people (Steve Knight not being one of them...) and I hope I have returned the favour as best I can with all things Triumph and otherwise.

Our October Wed meeting had someone turn up in a very tidy looking green Vitesse MKI Saloon, but we never actually saw them. Did you go into the other bar? Our apologies for not catching up with you, but please try again, this time in the Priory Side Bar. Apart from that it was a quiet meeting if I remember. November had us "ejected" to the main bar with a good turn out. Some members of the Rally club had a talk arranged about their experience in a rally in Australia (lucky people) which I sat in on, whilst some of you didn't, each to their own I say. Our December meeting should have us enjoying a Christmas Dinner.

Rob and Helen have decided to carry on and go "solo" as AO's. You won't have seen the last of me though! So once again thank you all for your support and let's continue to wave the TSSC flag for Devon! Cheers

Gord

A few things to report since our last news... Nigel of the Historic Rally Car Register (who share meetings with us) had booked a Christmas meal for the December Wednesday meeting. This turned out to be rather more formal than any of us were expecting - laid tables, crackers, silly hats, the lot! We had a good turnout and filled our room in the Priory Bar. Julian arrived later from his singing rehearsal dressed in full DJ and white shirt (perfect for entering our grubby feely bag contest ...) and managed to scrounge almost a full meal from various people's spare courses. All in all a great evening. There are a couple of pictures on our website on the news page (under the "general pictures" heading) if you're interested.

Our Estate survived the annual 800-mile circuit to visit relatives and behaved impeccably (well, apart from losing the throttle return spring, but that was easily cured so we'll let that one go!)

The January Sunday meeting was also well attended (January has traditionally been poorly attended, what with being just after the holidays, bad weather and the like), and it was good to see Alan again, still enthusing about his GT6 (not missing the Alvis yet then).

We are thinking about producing a calendar for next year (2003) featuring pictures of local cars (we see the Mid-Kent Area have beaten us to it and done one for this year!). We will make a "mock-up" in the near future to be viewed at meetings,



DEVON Cont

and should be able to keep the cost down to about a fiver a copy. So if you would be interested in buying a copy, please let us know so we can get an idea of numbers (makes a difference to the chosen printing method). We will also need a nice range of pictures to use, so we'll probably be taking pictures at meetings over the summer (cars look better in the sun!).

Upcoming events for your diary:
Sunday February 3rd, Lunch at the Hunters Inn, Newton Tracey.

Sat/Sun 2nd/3rd February, Bristol Classic Car Show, Shepton Mallett (Avon Area Stand).

Sunday February 10th, Stoneleigh Triumph Spares Day.

Sunday March 3rd, Lunch at The George (Tavistock road, by Plymouth Airport).

Sunday April, TREASURE HUNT starting 10am from Collumpton McDonalds services and ending for lunch at the Hare and Hounds, Southleigh near Seaton.

That should keep you occupied for a bit! Please let us know as soon as possible if you want to do the treasure hunt in April so we have an idea of how many clue sheets to print. There will be a small entry fee of two pounds per car to cover expenses and prizes. Thanks.

We are in discussion with the TR Register as we write this, so hopefully we should have a joint meeting with them later in the year (some different cars to look at!) and we're still planning on joining up with the mini club for an event or two (probably another treasure hunt or a run).



Finally, if Bernard has any room left there may be a picture of Merv at "his" table in the Cowick Barton (sorry Merv, but it had to be done!)

Rob & Helen

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

ESSEX

Sorry about the lack of Area news in the January Courier, we did send one but my digital TV is far from reliable so although it's late, Happy New Year!!

A group of us went down to Avon &

DEVON . . . ESSEX GATWICK . . . GLOUCESTER

Somerset Area's Crimbo Do," OH NO YOU DIDN'T, OH YES WE DID", as you can tell we went to see Jack and The Bean Stork. It was a really good laugh and a big thank you to Rob and Hen for putting us up!

Fast approaching as I write this is Essex Area Christmas Do: A full report next month to keep you up to date with the antics of the NUTTERS! A very warm welcome to Keith and Julie who has some 13/60 Herald Saloon parts for sale, give me or Paul a bell for details and we'll put you in touch. Happy Birthday to Kim, 21 again!!!

Right then, short and sweet, keep them members coming. A quiet meeting in January, must try harder. Take care and keep smiling.

Liz & Paul Day.

GATWICK

Rowfant House once again did us proud with an excellent Christmas dinner. Maria was being wine waitress for the evening but Glenys was a little irritated at being called 'darling' every time she spoke to the manageress. This did not seem to be a problem with the men at the table!

Mick's Vitesse 6 has finally got a new windscreen frame and passed its MOT along with Chris G.'s Vitesse MKII, which passed with flying colours.

I have been informed that the Redhill/Lingfield show which had been reported as being the last one last year, will now be held in a new field in Blindley Heath. This is good news as it one of the best shows in the local area. Watch this space for more news.

Maria, Peter and I have organised a Wine & Cheese evening to be held at Rowfant House on **Friday 8th February, 2002.**

We are welcoming new and existing members to come along and find out what the Gatwick Area get up to at meetings and events and anything Triumph! A letter has been sent out but if you are currently involved in another Area, then please accept our apologies. This promises to be a friendly, informal evening set in the oak panelled rooms and open fires of the old Elizabethan manor house. For directions see January Area news.

Peter has designed a new Gatwick letterhead and so went to great lengths to bring his laptop to the last meeting so he could show off his creation. We were all suitably impressed!

John from Horsham was down again with pics of his smart 1500. We hope to see it for real soon once he has taxed it for the road.

I have been given bad news by Richard (you remember him, he's the one who has left me to write all this every month!) only joking, of course!

The Club trailer has, for want of a better word, been vandalised and is currently at Norman's. John has very kindly offered to go and inspect the damage to see whether it is saveable or not.

Events coming up:

4th February Monday evening Video night (All about the Goodwood Revival)

Film commences 8.45pm

8th February Wine & Cheese evening at Rowfant House

We welcome new and existing members

10th February Triumph Spares Day at Stoneleigh

17th February Sunday lunch Starting point, Rowfant House. Meeting at 11.30am for a convoy to Abinger Common, a scenic drive through the Surrey countryside and a chance to use your Triumphs. Salt and weather permitting!

2nd/3rd March Le Touquet Anniversary Party with Continental Car Tours see December area news

17th March Sunday lunch TBA

23rd March Trip to Club HQ

A chance to see the home of our cars and learn more about them.

Next Club meetings to be held on **Monday 4th and Sunday 17th February.**

See you there.

Tony

GLOUCESTER

We had a flurry of Christmas cards changing hands at the December meeting, after all it was December 17th and I got a bottle of wine. Cheers Gareth. Two more new faces for us to welcome, they were Stuart and his friend Alex. Stuart has owned several Triumphs in the past and is currently rebuilding a MkII Spitfire. We look forward to seeing Stuart and, hopefully, his Spitfire in the future. The raffle was free courtesy of Our AO, he graciously donated all the prizes. I don't agree with the rumour that Nora had told him to clear out the cupboards. I think it was a genuine gesture of goodwill. Cheers Barry (can I win one next time please).

It has been fairly quiet over the month, some may say that is partly due to Barry being on holiday, personally I wouldn't say that, but there are some who would (you know who you are, Ian).

I had a visit from GT6 Hicks on New Years day. Now he arrived at about 2pm and embarrassing as it was he caught me in my bathrobe hovering up all the confetti left over from the previous evenings festivities, the aforementioned bottle from Gareth aided my red wine headache. I do hope I was coherent Neil!

Ian rang me just after New Year too, he was offering me a seat for a trip to Headquarters for the January sale. As it turned out due to unforeseen circumstances one by one his companions had to pull out, but undeterred he rang round to ask if any other members would like to go or needed anything collected. What a star. Finally, Ian and GT6 Hicks made the trip. Their thanks go to all at Headquarters for the warm welcome and hospitality, they were well looked after.

Ian purchased more new shiny bits to go onto Jane's Spitfire when the rebuilt original engine goes back in, these included an aluminium rocker cover, polished alloy engine bay valances and radiator cowl and a split oil pressure and temperature gauge. Needless to say they should all look very nice once fitted. Looks like there's going to be some more oil under my fingernails soon, ho hum.

I've made a little more progress on weld-

HANTS & BERKS . . . ISLE OF WIGHT MID KENT

ing my bulkhead and hope to find more time soon so I can concentrate on getting the various bits to resemble what was once (it all seems so long ago) my beloved ragtop hack.

There are lots of events kicking off at this time of the year so take a look at all the details listed below.

Happy motoring, see you soon.

Andy

Events

Saturday 2nd & Sunday 3rd February. Avon area stand at The Bristol classic car show, Shepton Mallet.

Sunday 10th February, The International Triumph show & spares day at NAC Stoneleigh.

Monday 18th February, Area meeting at The Kings head, Norton.

Saturday 9th & Sunday 10th March. The London classic motor show at Alexandra palace.

Saturday 16th March. Worcester Area Annual dinner. Contact Mike Carter for details.

Saturday 1th & Sunday 12th May. The South of England meet at Leatherhead, Surrey.

E-mail
barry@minett-smith.freeserve.co.uk

HANTS & BERKS

The Christmas Break seems to do everyone good. There was a good turn out for the first meeting of 2002, with some not so common (Nick) and new faces (John) amongst the regulars, and more than one Club car in the car park. We had a profitable raffle with excellent prizes - bottle of wine, bars of chocolate, and even something useful - a torch! As with the meeting before Christmas, much talk was about which events people were thinking of going to. The Isle of Wight in May and the International in July are definite, with the possibility of maybe a trip to Le Mans in June and an Area autojumble stand at the SEM in May. The proposed event at Milestones in September was discussed with the agreement that Craig, Sarah and Sue should visit the museum in the next couple of weeks to see what facilities are available. As they say, watch this space for further developments. On the car front, Craig will hopefully have sold his Herald Coupe by the time you read this, whilst we might have managed to sell the BMW's (2002 and 1602) which will mean I can make a start on my GT6 - that is after I have finished the bathroom ... John hopes to get one of his three Spitfires through its MOT ready for the next meeting. Sarah unfortunately has had Alfie (Herald) vandalised whilst Keith, having finally sold his house, got Craig to trailer his Spitfire back to his parent's house in Malvern. Everybody else seems to have their car's on the road or in roadworthy condition now, so don't forget to bring them along to the next meeting!

Looking ahead to future events, our regular monthly meeting at the Jolly Miller will be on **Tuesday 5th February 2002** and will include the naff raffle (bring along one of those unwanted Christmas presents to palm off on to someone else, don't forget to wrap them back up first), whilst

our Sunday lunch pub meet will be on **Sunday 17th February** at the Watership Down, near Whitchurch. For more details, directions etc, either see the Area Website at www.gingell.com/tssc contact Craig by 'phone on 01256 841505, e-mail at tssc@gingell.net or even come along to the meetings!

Hope to see all you soon,

David

ISLE OF WIGHT

Sorry for the lack of Area report last month, I forgot about the deadline being earlier, anyhow I have included it with this month's. I hope you all had a good Christmas and managed to avoid the cold/flu like virus that has been doing the rounds on the Island. The Christmas meal was quiet through a lack of numbers, but the venue and food were up to the usual standard. Obviously this time of year is a bit quiet, but I have already made good progress with organising the 2002 camping weekend, the good news is that the campsite has not put up the prices, and also I have got Craig to put some details on the Club website, it is rather good, and worth taking a look if you have access to the web, also you will be able to download and print out the booking form which should save me a bit of work. Now for last month's missed report!

Looks like I am AO again for another year! Well as you would expect another quiet month at this time of year, at least the weather has been mild enough to carry on working on our cars without too much pain or frostbite!

The IOW expeditionary force, OK Ellie and I went up to Essex again at the end of November, we both had some time off work and headed northwards, well even Portsmouth is north of here! The GT6 was packed to the gunnels and it was a bit difficult to see out the back window with all the stuff in the back, I even left some of the usual tools I carry round at home!

We spent some time doing the obligatory relative visiting then headed to Amanda and Greg's house in Chaddwell-St-Mary. We stopped off on the way at St Albans, which I have not been back to since I left there in 1968! I am surprised how much of it I can remember, we had a visit to the cathedral which is an amazing piece of architecture. Unfortunately, Amanda had to work on the Friday and Saturday, so left to our own devices we went into London and had a trip to the Tower and Camden. On the Saturday evening we were supposed to be visiting a club in London, so we set out about 10pm, unfortunately the heated rear window on the GT6 does not work, and as Ellie reversed off Greg's drive, she managed to hit the curb opposite with the silencer, immediately the exhaust got louder, I thought that the rear silencer being a bit rusty had split or partly broken where the pipe comes out. Anyway we carried on to London along the A13, well when we got to Stepney the local council had decided to take the top surface off the road to resurface it, unfortunately the little 4" drain covers were sticking up a couple of inches, and we managed to collect one as we were dodg-

ing the bigger drain covers. The exhaust got even louder, but we carried on, just by Tower Bridge there was a very big increase in the noise as the exhaust sounded like it had broken before the first box, we turned round and limped back to Greg and Amanda's. On the Sunday morning when I lifted the bonnet I saw that the cast iron manifold had split on the fixing flange. Greg and I went off to a local car shop to get some jointing paste and with the help of Paul and Greg supplying coat hangers and bits of wire we managed to hold the system back together. I was quite surprised to hear how quiet it was, you would be hard pressed to know there was anything wrong. Ellie and I, Greg, Amanda, Paul and Lizzie headed off to Rochester for the Dickensian Christmas Fayre. Rochester is a pretty place in itself, but with lots of people dressed in character and snow machines gave it a real Christmassy feel to the proceedings. There were thousands of people there it was difficult to make progress along the main street. We had a great time.

The exhaust repair/lash-up lasted all the way back to the Island and for the following week, so once again I would like to thank Greg and Paul for helping me out so we could enjoy the day at Rochester and not have to go home courtesy of the RAC.

By the time you read this we will have had Christmas, so I hope you had a good one and get your thinking caps on for the camping weekend. The Sunday meets that were mentioned in the last report will start in January, on the **last Sunday**. Meet up the Brading Downs at 11 am in the carpark. We will go for a drive round and have lunch at a pub and a walk if there is time and weather permitting, details of the route etc. will be given on the day.

That's it for this month.

Gareth

MID KENT

Hi all and happy February. A belated Happy New Year and apologies for the lack of newsletter for last month. Hope you had a great Christmas and New Year.

Thank you to those of you who voted us back in as Mid Kent AO's for another year. We hope we can do a good job again this coming year. We've got loads of ideas, and will try again to organise something for every month, and any suggestions are very welcome.

Don't forget that our 2002 Calendars are still available for sale. Get them while there's still some left!

We finished 2001 with a games night at our house, which was rather amusing. Once we'd managed to get the boys off Colin's Playstation 2, we finally got around to playing some games. The most memo-

Isle of Wight Area 12th Camping Weekend



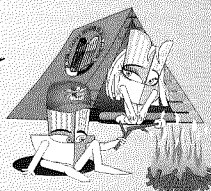
3rd - 6th May 2002

Location:

APPULDERCOMBE

Events include:

**Treasure Hunt, Quiz,
Silly Games, BBQ,
Autogymkhana at
Havenstreet Steam Railway
Ice Cream on the Downs
and all the usual fun stuff & plenty of beer!**



Price: £15 per person for weekend

Contact:

Garth on

Tel: 01983 872913

**Please send an SAE for booking form to: Garth Jupp
52 Meadow Drive, Bembridge, Isle of Wight. PO35 5XU.
or booking form on Club Website - www.tssc.uk.com**

DERWENT VALLEY PEAK RUN

June 29th & 30th 2002

Saturday 29th June 

**Classic Car & Bike Show Formal Concors
Trade Stands Kids Games
BBQ Beer Raffle Live Music
Kids Fair Rides Real Ale
Tug-of-War Archery Camping**



Sunday 30th June 

**The Peak Run Grand Raffle
Peoples Choice Concors**

Contact Area Organisers Peter Rose (01773 857342) or
Kev Stubbs (0115 9550893) for further details.
www.derwentvalley-tssc.fsnet.co.uk



MID KENT . . . WEST KENT . . . LANCASHIRE LEICESTER & RUTLAND . . . LINCOLNSHIRE

MID KENT cont

rable of which was Poseability, which involved taking a member of the opposite team and posing them into interesting positions, trying to represent the pose on the game-card, which the first team then had to guess. This also included blind-folded posing and non-verbal posing, the most amusing of the night being Colin's dead dog impression, artistically created by Nicola, Sheila's cricket umpire looking a lot like the Statue of Liberty, and Jamie's posing of a wobbly Sam! The evening was also greatly enhanced by Sian's nativity songs, Barbie undressing and Sam's obligatory white wine consumption. A rather subdued January Club night attended by the Famous Five (you know who you are!) and Mark.

The following Friday we had our Christmas meal back at Silvester's in West Malling. Fourteen of us came along for a traditional Mexican Christmas. We had a great time and made lots of noise and mess. Thanks to everyone for our parcel of goodies, which was quite unexpected, and I hope you all enjoyed your presents from Mid Kent's Santa.

February's event is going to be 10 pin bowling, at Maidstone on **Saturday 23rd** at about 8pm. Full details at the **February** club meet.

IMPORTANT NOTICE:

Following a majority vote, we may be changing Meet venue from and including the **APRIL** meeting. We are moving to the Freemasons Pub in Snodland, which features good priced beer, satellite TV, excellent home cooking, a big car-park and a good beer garden for those sultry sunny evenings (!). Easy access from both the M2 and M20 motorways, but if you need further directions, please give us a ring.

Best of luck to Kevin and Elaine who moved into their new house in January. Let's hope everything is out of boxes by now and that you've found a nice, dry garage for the 2000 to live in. Good Luck, too, to Sarah and Ian's new addition to the family. Hope your slippers are safe and the carpet's not been chewed too much!! Well, that's it until next month,

Carol

WEST KENT

Not a lot happened in December Club-wise and with no meet in January, the news is a bit sparse. However, we had a great Christmas Dinner. The staff were efficient and friendly, the atmosphere was cosy and the food was excellent with a nicely varied menu. Of course, the crackle jokes were awful, but we have seen worse. In fact, the evening was so good

that I have reserved the room for my retirement dinner from work at the end of January.

As there was no meet in January, I am expecting a very good turnout in February, so get those cars out of mothballs, get your thinking caps on make it a grand start to the year. It looks like you are stuck with me for a while yet, unless a brave volunteer can be found so get ready for some nagging because with Henry back on the road, I shall be expecting some support for the shows. Don't forget that if we don't support them, they will disappear and with them, probably a lot of classic cars, not to mention a good day out.

That's all for this month folks, see you on **5th February**.

Mary

LANCASHIRE

Happy New Year to all our Red Rose readers, this will be the last newsletter from Julie and myself, as we now have two "willing" volunteers to take our place as Area Organisers. Karen and Ray will be taking on the role, and together are already planning some new ventures for the group. Ray has many contacts with other car clubs and is hoped that we will share various meetings in the near future. Thanks to Karen, our close ties with the Lancashire branch of Club Triumph will continue to flourish, ensuring a good turnout of cars. Both these people are enthusiastic and have been regular supporting members over the last few years - YOUR AREA is in safe hands!

So what has been going on since the last newsletter? The Christmas meal was well attended at the Phantom Winger. It has to be said that it was one of the best meals we have had there, and that the service from the staff was very efficient. After the meal there was the usual raffle, with most people taking something home. Andy was amused to have special raffle prize reserved just for him, but how many of you out there need a Mk1 Scirocco steering wheel? After the usual waffle from the old Area Organisers, the new ones were duly elected. A pleasant relaxed meeting followed as people found time to just sit and chat, mainly about things Triumph. Some of the snippets we picked up were how to change a shredded clutch in your Stag from Bernie, how to remove a kebab from the roof of your Nova from Georgie, and how to avoid lying in puddles under your Bond from Bob (answer, sell it).

Looking ahead, there is Bill's trip to the Lakes on **2nd and 3rd of March**.

If you would like to join in on a fun weekend out, please contact Bill on 01772-724555, and get a £10 deposit to him as soon as possible.

Welcome to two new members, namely Andy and Keith who have been in touch on the phone. Both of them are from Blackpool and are interested in things Spitfire-ish. We hope to see them at club meetings in the near future.

Thanks for the support over the last two years, and please continue to support the meetings and events. Lancashire has one of the best turnout records in the country,

and I hope this is maintained. Safe motoring, and keep those Triumphs running.

John and Julie

LEICESTER & RUTLAND

Apologies for no Area news last month but I completely forgot about the deadline for the Christmas edition. It was my best and funniest report yet! Just back from the first meeting of 2002, which was well attended by the usual members. We sorted out the next meeting which is our skittles evening followed by a short A.G.M. By the time you read this we will have had that meeting so assuming that I am still Area Organiser, thanks for your vote of confidence and support. If there has been a bloodless coup and I am not the A.O. hallo and goodbye (sob.sob). Get real, who else wants the job. So by next month we should have planned a full list of events and meetings for 2002, including our annual treasure hunt set for **Sunday 14 April**. To those members still trying to complete last years, some advice for the future: Get a good map of the area, disconnect the speedo and cheat.

Our Xmas meal was attended by 18 members and a good evening was had by all. Sorry that Les did not make it, but as slimmer of the year he may well have been with us and we just could not see him. He certainly, in his absence enjoyed his meal as it disappeared very quickly. Talking of such, so did all the other diners, but the other parties who turned up seemed to enjoy our wiggly balloons. My raffle which had a Xmas theme went down really well, Terry enjoyed his whisky, others their wine or chocolates. I bet Chris and Hazel were overwhelmed with winning a potato, a carrot and a small bag of brussels. All round to their house for soup! Talking of them several members attended their open evening at the new home in Ingoldsby. Lots of people, with one interest in common - Food and Drink. The name Triumph and their association with cars was not mentioned all evening, honest. Anyway, great company and superb food. Is it an annual event!!

Must mention Stoneleigh next month, see you there. I am having a stall, selling all those items I bought last year and still have not needed! Finally to remind you that next month's meeting is back to the usual **first Tuesday** of the month, **5th February**. Be there. In anticipation of the A.G.M., your friendly, generous, the drinks are on me, A.O.

Dave

LINCOLNSHIRE

WANTED: (desperately) Area Organiser. Yes, seriously ... because as promised Dave stepped down as AO at our AGM in December, I've agreed to "caretake" the Area for a while, and that'll give you all a chance to get Xmas and new year over and have a think about it.

We must first acknowledge and most graciously thank Dave for the massive amount of effort he has put into the Area on our behalf over the last few years (and

MANCHESTER . . . NEWBURY NORFOLK



maybe even longer). In fact considering his name appears more times in our visitors book than anyone else's over the last seven years I'm starting to wonder where we'd be without him ... all answers gratefully received. The Open Weekends have not only been a great success but have been superbly well organised whilst in your care. From all of us many thanks and I know we'll continue to receive your support for years to come. If you fancy taking on the Area and giving it a new look, new meeting place, new blood etc, then this is the time. Contact any of us or if you don't fancy that then go through the Area Liaison Officers, we won't be offended and you will get our support wherever you are in the County.

In the meantime you may have noticed that for the time being there is no regular monthly meet and that the only contact point is e-mail. Sorry if this is inconvenient but I do intend to arrange meetings, probably at weekends, as well as some weekday evening ones. They will be notified through the Area Report each month so check each month for news. You may wish to drop me a message with your e-mail address and I'll make sure you are kept in touch with what's happening. If you fancy a pint at your local, the beer is reasonable and there's a car park, then please let me know and we'll have a meeting there. Mohammed and the mountains??

I was trying to arrange a Sunday lunch meet for February but Stoneleigh and kids half terms got in the way, so I'll make life easy just for now and February's meeting will be at my local!! **Tuesday 26th February** at the Butcher and Beast in Heighington, it's on the High Street just down from the Post Office. If you've not been before I'll have an obvious looking Courier with me. 8.30 ish onwards? Plans for the coming year? Some of us are off to Runswick Bay as usual ... a great weekend, Dave is off to Brean once more, we're looking at a good contingent for Beamish and then there's the International. Berkeley, Sarah, Dave and I have 'invested' in a Mk1 2000 for the Club Triumph Round Britain Run, we're going in comfort this year.

Welcome to Graham Reeks who bought my GT6 recently after joining the Club, hope it's running nicely and see you about. See you all on the **26th**?

Nick
P.S. The informal "all Triumph" meets at Cowbridge, Boston on the **3rd Wednesday** may well continue. I'd suggest turning up as usual. Does anyone from the "Cowbridge" want to set this up as a formal TSSC meeting?

MANCHESTER

Here it is the first news letter from the new Area Organisers for 2002. First may we take this opportunity to thank Debbie and Tony for their contribution over the past six years and we appreciate all the time and effort they have put into the running of the Manchester Area Debbie you should have more time now to get Rusting and Yellow back on it's feet

Thank you Les and Laraine for your offer of support and volunteering your garden for the area BBQ.

The Xmas dinner was held at the Tappas Bar in Sale and went down very well (no pun intended) with 19 members attending and the usual ones getting slightly bladdered. You know who you are!

Now that short days and long cold nights are upon us I hope every one is busy restoring, cleaning and polishing their babies ready for the new season, and those who have had a re-spray John are not too frightened to venture out in the rain. Good luck to Karl and Gina with the move we hope it went off with out to much stress.

We are planning a trip to Stoneleigh Triumph show on the **10th Feb** this is a good opportunity to pick up bits and pieces, anybody interested please let us know. Our telephone no is 01524 791607. Best Wishes

Dip and Frank

NEWBURY

Well we all survived umpteen Christmas meals and have the spare tyres to prove it, so now down to serious dieting. Our Christmas meal went off well with everyone taking home something to remember it by - except Nick probably (I wonder just where he will hang those ducks!) Joseph and Mary were excellent, even though Joseph did not wear his head attire on the way in case he was mistaken for a well-known terrorist and Mary kept nipping outside for a quick fag!!! We also had a pair of Father Christmases, (well actually one was a Mummy), a carol singer who didn't sing, a snowman who took up a lot of room, a mate from down-under complete with shorts (but rumour has it he had trousers in the car) and a couple of reindeer. And what's more there were Triumphs in the car park. Thanks to everyone for making it such a good evening.

We also held our AGM at the meal and we are both pleased to carry on as AOs for another year. Thanks for all your support over the past year and a tremendous Thank You for the hamper. We are working our way through the contents and the basket will be very useful at the end. (Posh box for spares in the boot??) Skittles against the TR Register is put back a bit as Ian is having trouble contacting their AO.

The date for our trip to the Calne Motor Museum being organised by Sean and Diane has been provisionally set for the **24th April**. This is on a normal club night.

Have kept the GT and the Estate off the road over the holiday period due to tons of salt on West Berkshire roads - think they have a quota to use up by the end of the financial year. Roll on the spring is what I say when we can get some hood down motoring in. Still we only have two months to go now. But like Sean our Vitesse comes out rain or shine.

Don't forget the Triumph Spares day at Stoneleigh this month. It is the first major event of the year and is always well attended by fellow Triumph nuts. So if your require either new or second hand spares and maybe want to see the cars then it is well worth a visit. Remember this is an all-model event which means there will be Triumphs of all shapes and sizes there. LRP Update - Have any of you noticed that

the garages in the area have now reduced the number of pumps that dispense LRP. I asked why this was happening and was told that the sales of LRP has dropped over the last six months, as a result the tanks were being put to better use holding 95 octane unleaded. It's not the lack of a lead substitute that worries me it's the lower octane as the availability of super unleaded is also being cut back. So those in the area with cars that have a CR over 9:1 will need to use an octane booster if LRP is withdrawn.

Don't forget we still want your ideas for the new season, which is just around the corner and will be upon us before we know it.

Next meetings:

Wednesday 13th February (main meet) and **Wednesday 27th February** at The Spotted Dog, Cold Ash

Events: **10th February** - Triumph day at Stoneleigh

Keep 'em flying.

Dave and Mary R.
e-mail: dave.rumens@btinternet.com

NORFOLK

Hi All, As most of you know Joe and Sue spent the Christmas holidays in Thailand so I am "in the chair" as they say.

Our Christmas dinner/dance at the Oaklands Hotel in Norwich was great! good food and good music so we will probably go back again. So who's car decided to throw the alternator drive belt just as we arrived? Still it was a good excuse to stay the night and call out the RAC in the morning!!

The January meeting went well, a bit quiet with 22 members! A good turn out considering the fog etc. Two new members arrived, Mick with a collection of Spits and Gentry's and Tina with a Vitesse, welcome to you both.

I had the pleasure of presenting the "Member of the Year" trophy..... To myself!!!! Thank you to all who voted for me, I was convinced that someone else had won it and I had a "speech" all ready to go, so it took the wind out of my sails a bit!

After some requests, it was decided to open a Technical page on our web site, so if you know a quick way of doing something, or what parts from "modern" cars will fit ours, or any hints/tips, please pass them on, the web site is www.norfolk-tssc.co.uk.

We had a fun quiz with lots of cheating, this was won jointly by nearly everyone! (I still can't figure out why the Three Wise Men gave baby Jesus a side of ham!! Thanks Paul).

Further discussions regarding a polo/sweatshirt with Norfolk Area logo



NORFOLK . . . NORTH EAST . . . NORTHANTS OXFORD . . . PETERBOROUGH . . . SCOT CENT WEST

● NORFOLK Cont

took place and I will try to bring some samples to the February meeting.

Our stand at the RTS Restoration show/auction in Norwich showed some interest, thanks to Mike for bringing his Renown, Sarah for her Gentry and Tim for his Vitesse. There was a good turnout of autojumble stands and several cars for sale, many of which didn't reach their reserves. That's about it for now, just to remind you of the following dates:-

4th February Meeting at the Aviation Centre

17th February Social Sunday Lunch at the Aviation Centre (started from January).

Well, we are on the right side of Christmas now, and I have it on good authority that the weather will start to improve, so get your cars sorted ready for the "new" season. Hopefully we won't have any crisis to contend with this year and we will have lots of events to go to.

All the Best,

Dave and Julie

● NORTH EAST

Hi all. First off, thanks and apologies. Thanks got to the Stag owners who invited us along to their Christmas party. The meal was excellent at a very good price, the beer was also cheap, the quiz was a bit more tricky, especially for the table I was on! The associated apologies go to Sheila and Julie who did all the organising not Arthur who I thanked last month. Hope to do the same next year as we all enjoyed the night. Continuing this spirit of collaboration the Stag owners brought along their quizmaster Anthony who did a quiz at the meeting in January. We completely filled the conservatory for the first time ever. The quiz was won by The Magnificent 7 (who were actually 10 by round 4 as the usual stragglers turned up and were collared). We were clear winners even after the injustice of the Santa Claus/ Kris Kringle controversy, (Hopefully Cluffy has let it lie now), and the Tamla Detroit/Motown fight with our scribe! Next month is feely bag time, with a prize!

On the tips front this month:- Use a full face mask whilst welding as Geoff managed to sunburn his forehead putting new wings onto the GT6. If you are going to over indulge in alcoholic beverage, then wear wellies as they can contain more carrot stew than a nice pair of shoes thus protecting household carpets and the like. For full details of storing stomach contents in footwear speak to Cliff.

Two mentions for Cliff, now the hat-trick, he is looking to buy a Spitfire MkII for his eldest son, he doesn't want a roadworthy car, more a restoration project, preferably complete for around a grand I think.

Hope everyone got their shiny bits for Christmas, I got a Halogen headlight set that I fitted in time for the meeting, what a change being able to see where I am going, that's obviously why I got lost leading convoys!! Lovely light until restarting in the carpark afterwards when the front of the car stayed dark! Turned out to be the central earth connection. Cheers Nick for the help.

When we go on Ians Talkin Tarn run we are going to be joined (probably) by some people from Cumbria, should be fun. That's the end of April but a firm date will be set next month as Ian has to check his diary first.

We have available at the moment a couple of GT6 gearboxes with overdrives on them, one without, a couple of 2.5 Saloon boxes with O/D and some other bits and bobs. Get in touch with me or Geoff for details.

That's all for this month. Next meetings **Feb 3rd, March 3rd and April 1st** at 8:30pm Travellers Rest Witton Gilbert. Get yourselves down there. Watch this space for more run details. Happy motoring

Mark

● NORTHANTS

Christmas and New Year over, we held our first meeting of the New Year, and as usual for January numbers were a little lower than usual, but still managed to reach twenty in number. Four times as many as last year!!! We did however welcome two new members, Alex and Kristian, who have a red Vitesse Convertible which has been in their family for many years. Welcome guys, and hope we haven't scared you off!!

Lots being organised for the year, we will be attending the Triumph spares day on the **10th Feb**, so anyone who wishes to travel up with us should give me a call for details. On the **23rd Feb** we shall be having a Greek evening, which includes a meal and entertainment, again details from myself or Jane. We are planning a trip later in the year for our area, which will be a long weekend camping. Watch this space for details, or pop along to the next meeting. Other evenings being organised are Greyhound Racing, Ten Pin Bowling, Zapattack etc, and Gina will be running a Sunday Mystery tour and Picnic probably in **June**. So plenty happening then, and all in addition to the club calendar, which of course will be receiving our support.

One of our members is selling their yellow Spitfire, and another wants a Red one, if there is anyone out there with a suitable car, or someone looking for a nice mostly original Spitfire, please get in touch and I will pass on your details.

The meeting before Stafford will be a "Construct Your Costume" evening. We have a theme in mind for our fancy dress this year which will give the Avon and

Essex Areas serious competition. Members who were there last year may remember our Muff whoops Maff Official outfits, perhaps this year we will be worthy of A MENTION AND A PHOTOGRAPH IN THE COURIER UNLIKE LAST YEAR (Hint Hint to the editor!!) **Helps if someone actually supplies one!! ED**

Short and sweet then this month, unlike everything else in January, including pay day. Next meeting is **13th Feb 8.00** at the Bell Inn Finedon, see you there.

Graham

● OXFORD

Happy belated New Year one and all. We all had a very nice chrimbo dinner 14 people in all.

Well the new year had to start with a new A.O. and guess what? Its the old one again but with a twist this year, joint A.O. is my other half namely Cathy. She has been a Club member since '97 and drives a very tweaked Herald 13/60 which is her every day car, that she has owned for ten years and renovated herself (and still tinkering with it.)

We plan to arrange a few events though the year, such as treasure hunts, days out etc., so if you have any suggestions of where you would like to go/do please let us know, all ideas welcome.

As to events this year, so far just the **2nd/3rd Feb** is the Bristol Classic Car Show at the Royal Bath And West Show Ground near Shepton Mallet which some of us nuttys will be camping at.

Well that's about it for this month See you all out and about, Have a triumphant New Year.

Andy & Cathy

● PETERBOROUGH

NEW YEAR - NEW AREA ORGANISERS

After several years, Richard Gillham has given up at the helm and is off to Aussieland on holiday. I hope this Area Organiser's job is not that onerous or possibly he's used the kitty. It is now to be a shared Area between Paul Lumsdon and myself. Obviously, a lot of Club members have spent too much at Christmas on the TSSC Club Offers as there were only five members at our meeting this evening. Several runs and shows are being looked at and planned for this year but we all hope that foot and mouth disease does not raise its ugly head again. We would welcome more local members at our meetings, which are held every **second Monday** of the month in The Bertie Arms at Uffington for a noggin and natter from 8.00 pm onwards. See you on **February 11th**.

Doug

● SCOT CENT WEST

First and foremost: As of **February 7th 2002** the West Central Scotland Area Group's monthly meeting will be on the evening of the **first Thursday** of every month at Tinto Firs Hotel at 470

SCOTLAND Lothian . . . SOMERSET/Southern Southern . . . Staffordshire



● SOMERSET

Well here we are into another year, what happened to the last one?

I hope we shall hear soon from Coleford about their Classic Car Carnival. No doubt they will be holding another show this year, considering how well it was attended last year under the circumstances!!! If they run true to form it should be on **Easter Monday (1st April)** although Easter is a lot earlier this year, we'll keep you informed.

A date to remember soon is The Bristol Classic Car Show at Shepton Mallet. **Saturday and Sunday 2nd and 3rd February.**

New Years Day saw a big turn out at the Taunton Market car park but sad to say there was not a Club Car in sight!!! The only Triumph was the 1800 Roadster and a very good example as well.

Over the last month I have had a couple of phone calls from new members. One is the new owner of "Jaffa" who is from Williton and the other is from Yeovil. We will be only too pleased to see you at the Club Meets, we are a friendly bunch and anybody is welcome. We meet every **last Thursday** of the month at The Blackbrook Inn by the M5 Junction.

Bye for now

Peter

● SOUTHERN

After a rather sad and quiet start 2001 turned out to be a wonderful year for me, my first year as Area Organiser, having so much work and improvements done to Baby Blue and, not least, getting engaged to Guy and moving to Wiltshire. I'm starting 2002 much happier and looking forward to our wedding this summer as well as a good year attending as many classic events as possible with one or other of the various modes of transport arrayed around the garden and garages. I hope for you all a very good year too and hope that many of you who don't usually attend the local meets will make this the year you make the expedition out to Droxford or one of our roaming meets to meet the regulars and let us meet you.

Guy and I started the year off well by heading down to Elsted to investigate the Vintage and Veteran show we'd heard about from Alan and Wendy. What a day. Very cold but crisp with a clear blue sky. For such an occasion we had to be a little crazy so, with the aid of a fan heater to thaw Baby Blue's soft top enough to fold it down, plus blankets, hats, scarves, gloves - and a hot water bottle on my lap - we made the 60 mile trip down there just before my ears and the tip of my nose completely froze.

It was a pretty amazing sight, AC, Alvis, Bentleys, Bugattis, a BSA 3-wheeler, Jags, Jags, Lanchester, Morris - all those open topped cars, running boards, spoke wheels, even a rather incredible wooden Rolls Royce body which with its wood, brass screws and pointed rear would have probably floated rather well given a chance! We met up with Alan and Wendy

Kilmarnock Road, Glasgow. This is on the south side of the city and quite accessible from Junction 2 of the M77. From the south turn right on to Barrhead Road (left from the north obviously!) along the south side of Pollock Country Park along Barrhead Road/Nether Auldhouse Road until you reach the A77, Kilmarnock Road, turn right and then the hotel is just past the next set of traffic lights. See you there!

Other than winning the Area draw which gives us £25 in vouchers for the Club shop to spend its been a quiet month. Only five members met at for the final meeting at the Garfield - it was only January 3rd so I suppose it can be forgiven. Two however turned up in Club cars including Iain in a Convertible Vitesse sporting a rather nice hard top which made it look rather like a Herald Coupe.

For once my Herald stayed in the garage as I decided that discretion was the better part of valour given the amount of salt the local councils had thrown on the roads over the previous few days during what was a very cold and frosty snap.

The Mk III Spit bits I mentioned last month have been saved and no doubt a list of spare bits will be available at the next meeting.

Car News: Andy Burnley has a J reg GT6 for sale at £2500. Andy's number is 0141 959 7646. Tony McNally (sorry if that's misspelt - I have difficulty reading my own writing sometimes and I couldn't see a similar name on the list that HQ send me) on 0141 334 4330 has a MkII Vitesse Convertible on offer for a swap for anything with an MOT. Apparently the Vit needs some bodywork and the tickover is high at c2500 RPM.

I am told of two Heralds in a yard on the Rutherglen/Cambuslang road, one seems to be complete and the other has no headlights but apparently they are for sale 'as is' and not being broken which is good. The place is at a car wash on the left hand side of the road just after Budget as you go towards Cambuslang. If you reach Tully's and/or the Go-carts you've gone too far.

REMEMBER: See you at the Tinto Firs Hotel on **7th February**.

Yours aye

Jim

● SCOT Lothian

Hello Courier readers. Yes, I am still your Area Organiser. Apologies for the non-appearance of the news bulletin recently. I have not got a lot of news for you at this quiet time of year, so it will be a short bulletin (but you are very welcome to phone me with cars/parts for sale or wanted, any gossip/scandal, Club cars seen locally etc. The S.V.V.F. Yearbook/Programme of Events has dropped through my letterbox. If you have not received one yourself, give me a ring for a list of local stockists.

EVENTS COMING UP:

Wednesday Feb 6th - Club Meeting, 7.30 The Fairmile Inn.

Sunday 10th March - Autojumble, the Barnton Hotel, Edinburgh.

Hope to see you soon.

Jan

there and when we all got to the point we needed thawing out we repaired along the road to their humble abode for a warming cuppa and some much appreciated lunch.

Writing above that I hoped to see many more of you at this year's meetings was rather prophetic as we had no less than 7 new faces at our first January meet - even though one of them was a little young to be behind the wheel himself! But welcome to Allan and Emma with their future classic car lover (we hope!), David and Andy and Mark and friend. It turned out to be quite a lively evening and it was good to note that Mark's GT6 doubled the number of Club cars in the car park! I do hope you all found us congenial company and we look forward to seeing you at future meets, perhaps bringing your cars for the rest of us to see as the weather improves, though I can understand the attraction of a nice warm eurobox with effective wind-screen wipers during the winter months. So far we only have definite decisions on venues for our first two roaming meets this year. We discussed a few other possibilities on Tuesday but without confirming any. If you know of somewhere that would suit our needs please let me know as we try to fill in this year's diary. Also, if you know of any shows which we may not usually attend but think we should then please pass on this information too.

2nd-3rd February - Bristol Classic Car Show at the Royal Bath & West Showground, Shepton Mallet, Somerset

Tuesday 5th February - Regular meet at The White Horse, Droxford.

Sunday 10th February - International Triumph Show & Spares Day at the NAC, Stoneleigh, Warks

Sunday 17th February - Sunday lunch, at the Bat and Ball, Hambleton. Please let me know if you'll be coming so I can ensure that we will have enough tables reserved.

Suzie

email: spitfires@bigfoot.com
website: <http://triumphsouth.20m.com>

● STAFFORDSHIRE

Unfortunately/fortunately (delete as appropriate) due to work getting in the way, we have not been able to do the usual alcohol fuelled write up, so this month it's a tad shorter but might make a bit more sense than usual. The Xmas mexican went down well. Nothing particular to report, as nobody did anything particularly silly, even Stu. Must be out of practice.

January's meet was a quiet affair, as requested. The extremely cold night, ice, snow, fog and timing obviously kept some away, although it did mean that the food lasted a bit longer than usual, even with Mason present!



STAFFORD Cont

If you get this in time, we are invited over to Derwent Valley's meet on **Tue 5th Feb** (night before our meet) as they are having the previously mentioned visit from staff of the recently opened Moss Derby branch. As most of Staffs are into 'go faster bits', a few of us will probably go over to try and bag some 'Triumphtune' parts. Give me a ring for details.

No doubt a fair few of us will be off to Stoneleigh on **Sun 10th Feb**. If we set off now we might beat the queue for the gate.

Talking of 'go faster', also this month it's the annual 'Beat Derwent Valley At Karting' event. This is on **Sat 23rd Feb**. Be there for 6.30 (pm obviously) as it lasts all night, followed by a bite to eat and a drink back at the Lakeside, all for a bargain price of 24.50. This year the bar staff WILL know about the cheap beer. Stu needs to know numbers beforehand, and will want at least 10 deposit at Feb's meet.

Moving on, the Sports And Kit Car Show is on at Bingley Hall on the weekend of **9/10 March**, where you will be able to see how to recycle a perfectly nice useable car into a wobbly plastic thingy! Always good for some cheap bits (many Triumph related), and an ogle at some of the less wobbly cars.

Oh yes, almost forgot as it seems ages ago, but if you hadn't already worked it out, I'm still A.O. It was a hard fought battle, with large sums of money offered and threats of violence, but still no one else would volunteer.

See you at the Lakeside on **Wed 6th**. So much to do and its only February.

Simon

SUSSEX

I would like to start this month's ramblings with a mention for my dear friend Martin who said, after a pint or two at Christmas, "sign here and I'll do the rest" and now I am the latest in and esteemed line of Sussex Area Organisers.

I have a few New Year resolutions, mainly about the usual stuff, but also trying to get to all the meetings this year (which I know I will fail) and also to clock up many miles in my Vitesse. Still, on these cold winter nights the comfy eurobox does have a certain attraction. Saying that, there was a 100% Club car turnout at the January meeting, so try to keep it up everybody.

This year I hope to see some new, as well as all the old, faces at the meetings, and hopefully to get about a bit to some of the bigger events. Naturally SEM and Stafford, but there is talk of going away in **June** as an area, possibly to the Brean

STAFFORDSHIRE . . . SUSSEX . . . SWINDON TEST VALLEY . . . THAMES

Beach Party. Maybe go to visit some other areas in the summer, and the odd BBQ chucked in for good measure. Oh, and how about the odd Sunday lunch at a nice little country pub?

Well, that's it really. I shall not embarrass anybody about how few miles their yellow Spitfire fitted with a nice juicy 6-cylinder lump did last year. But if you want to know and don't already, turn up to the next meeting. **First Wednesday** of whatever month it happens to be. Cheers

Clive

SWINDON

Hi everyone. Yes I'm still sucking wind, and yes, you still want me to be A.O. WHY??? (Lord only knows why because as someone pointed out at recent meetings there has been no Area news for months!!) I apologise for the last few months but as regulars to the Area meetings know, I've been working in Holland, Scotland and God knows where else performing miracles!!! and still managing to turn up to the meetings but alas no Area news!! Still I did manage to organise a Christmas meal for us, including presents which I wrapped all by myself, about half an hour before Paul, Rob and Colin turned up in the Taxi. You know who you are and good fun was had by all I think you will agree. The food was excellent and plenty of it, copious amounts of alcohol was consumed and good company 't' boot. Sorry to Rob for ordering the wrong food but I think by that point the Stella was working anyway so it really didn't matter. Roy and Staff at The Black Horse did us proud so thanks to them.

Now for this year, Rob has convinced me that I should go camping in the first week-end of February down at Shepton Mallet. Why I hear you cry!!! Cos we're mad, absolutely raving mad. So I have arranged for extra sleeping bags and blankets etc. because last year there was six inches of snow so I'm told.

So if you fancy freezing your rocks off in February then give me a call (not for the faint hearted or people of a nervous disposition or with heart conditions or circulation problems!!!)

How are the outfits coming along for this years Stafford International? Yes, I know its six months away but planning is required to exceed the high standards of last years event.

January's meeting was as normal with the regulars and alot of laughing, heh Andy where's your U boat? I said.... nice jumper mate!! It was unusual to see Bill p****d cos Karen was driving but what a laugh, I didn't know that MR2's went that fast!!!! Especially against a Bentley Turbo R. Karl and Lynn have now got the GT6 Convertible back but haven't driven it WHY!!!! Karl have a word, its begging to be driven that's what its built for!!!

Anyway that's enough from I won't bore you anymore I promise that there will be another Area news before Stafford PROMISE!!!!

See yawl

Shawn

TEST VALLEY

Hello there. Well first the bad news yes you're stuck with me for another year so the least said is the soonest said the better, apart from that the December meet went down well lots of good ideas brought forward, the first was a Area Run to Brooklands on a Saturday in either April/May so keep an eye-out for the dates to appear here soon.

Another which we hope to start in April will be a second meeting every summer month (Apr-Sep) on the fourth Thursday of the month at the moment it will consist of meeting at our usual place and then taking a short drive in the country (no more than 20-30 mins) to another pub for that evening (different one every month). So come along and join in the fun why not it has got to be better than watching repeats on TV. Colin hopes to give the Vitesse a good run out on the Sunday pub run to the Southern Area on Jan 20th so both reports next month.

Anybody who read the Hants/Berks Area news last month and are thinking of visiting Milestone's Museum in Basingstoke. Test Valley Area attended a show there last year (Anthony and Rachel remember the camping very well) and we would highly recommend it to anybody who is thinking of visiting so Craig put out the dates and we will come over again.

Well apart from that the start to 2002 has been very quite so her are some dates to be going on with.

Feb 2/3 Bristol Classic Car Show at the Royal Bath & West Showground Shepton Mallet

Feb 10 Triumph Spares day at NAC Stoneleigh

Mar 17th Sunday Pub Run venue yet to be confirmed so watch this space
Apr 1st Classic Car Show Wyke Down nr Andover (Club Stand)

Just a few more bits and bobs before I go locally there is a 13/60(Alfie a well known local Herald) who needs a new and loving home tax/tested until April and a red Vitesse MkII Conv to be quite honest needs serious attention but is too good to go to the scrapyard interested in either or both of these contact me at the number below.

I nearly forgot at February's meeting don't forget to bring along those unwanted Christmas presents(wrapped of course) for our Naff Raffle. **NO FISH** from the Newbury Area will be accepted.

Next Area meeting is on **Thursday 14th Feb** 8pm onwards at The Royal Oak Goodworth Clatford (just south of Andover off the A3057) for any more information/directions contact Bob McDay on 01256 410192 or e-mail bobmcd@ntlworld.com See you there and take care

Rob

THAMES

Onwards into 2002 and our first meeting brought out another new member, so welcome to Ken. I hope I haven't started a new tradition by christening new mem-

SOUTH WEST WALES SOUTH WALES

bers by spilling a pint of beer over them, but time will tell if it really affected Ken. Although Ken was new his two Viteses are not new to the Thames Area. Many old members may remember Anne Thomas and her black Vitesse which she replaced with a Damson Saloon.

Well Ken owns both, having bought them separately. The black Convertible is now under restoration.

George had been diving over Christmas and came in showing off his new found booty, very nice it was too! Everyone else seemed to have had a quiet but enjoyable Christmas and New Year.

The new look Courier received lots of praises, everyone likes it a lot.

All in all the first meeting of the year was a quiet affair, with mainly story and cracker joke swapping. It was good to see so many after the Christmas break.

Our friends from the 200/2500/2.5 Register made their presence felt when one of them ran out of petrol just as he was about to leave. The spirit of Triumph camaraderie came to the fore when he was taken to get some petrol and able to drive home.

By the time you read this we should have had Mike's "Where have you heard this before quiz" and next month we'll tell you how it went.

If, like Ken, you want a New Year's resolution, why not make a resolution to come down to a few meetings - you're missing an awful lot of fun.

February
Sat/Sun 2/3 Bristol Classic Car Show
Thurs. 7 Social at the Swan Inn, Moor Lane, Staines
Sun 10 International Triumph & Spares Day, Stoneleigh
Thurs. 21 Activity Evening at the Swan Inn.

Until next month

Tracy

STH WEST WALES

Twenty-six members and guests attended the Christmas Dinner at The Gwyn, where Simon, the Landlord, provided and excellent meal ... must have been as nobody complained!

The Quiz, set by Alison at the November Club night, was duly marked with the usual banter over the answers but the Quizmaster's decision was final. This resulted in Bryan being the overall winner; the A.O. winning ... must have been a fix!

This was followed by a raffle, with prizes going to nearly all present, the exception being Gerry and Rex. It wasn't their year as Rex missed out on the Quiz as well. Thanks to everybody for donating the prizes, the raised £38 for Area Funds.

As is our custom, the election of officers was carried out by Bryan, Ken and Alison being re-elected unopposed as joint Area Organisers and Treasurer, respectively. A vote of thanks was given to Alison for organising the festivities in her usual efficient manner.

January Clubnight saw eight members attend, this due to illness and bad memories, the brave souls being Mark and Alison, Keith and Joy, Ken and Marryl, Jeff

and Colin.

The discussion on the New Year's Event was put back to next month when we hope things will be back to normal.

EVENTS DIARY

February:
Tues 5th - Clubnight, The Gwyn, Pontardulais, 8.00 pm.
Sun 17th - Meet, Mystery Run with lunch. Contact ken for details 01269 594578.

March:
Tues 5th - Clubnight, The Gwyn, Pontardulais, 8.00 pm.
Sun 17th - Meet, T.B.A.

We need your suggestions for events. Bring them along to the February Clubnight.

Ken

SOUTH WALES

I've missed two months so it's a long one to make up for it. Sorry I forgot December, usual thing busy in work and very busy running Le-Mans, suddenly it was then the 14th and way past the editorial deadline. I'll have to get Bernard to send me a reminder about the 5th or something! Jan's was definitely not my fault, Bernard put a message in Dec issue saying the cut off date was brought forward to the 5th, unfortunately my Courier didn't arrive until the 7th so I had no hope!

Hope you all had a good Christmas and Santa sent you all those things you wanted for your car! Any way were back, and fresh from our AGM, unannounced! otherwise you wouldn't come, and a predictable conclusion. Before I launch into our 2002 Manifesto a very big thank you to Carrol our Treasurer, and Ivy Catering Manager, soon to be International Catering Manager! Carrol has put in a lot of effort not only running our books, (cooking the books if Ivy had any involvement), but running our corporate clothing enterprises, we have now covered the £80 set up charge and the small proceed we make from other Area's orders goes now into Club funds for Your benefit! Carrol has pushed through opening a bank account for the Area, something long overdue but I just haven't ever got around to it. The accounts can be viewed at any Club meeting by simply asking Carrol. Thank you Carrol.

Ivy has transformed our event and show stands with her new Legendary BBQ's. Although we charge very very little to participate we always seem again to make a small profit for Area funds, so again all benefit. Ivy has her greatest challenge yet in 2002 the UK TSSC Trip to Le-Mans, where she will endeavour to organise about 70 of us. Best of luck, and again a big thank you!

We should not forget Jill at this point who has organised, and co-organised several events in 2001. Her efforts are greatly appreciated, which brings us very nicely to Maura who I gave no credit at all for organising the Trans Cymru Events, too numerous to list, in my write up for the Figure of Eight. Instead Robert reaped all the glory but, I understand does nothing at all and just gets in the way, I can't believe that! Thank you to you



both as I know the immense amount of work that goes into these events. All of the above are going to continue in their roles for 2002 - do not take these people for granted!

Onto 2002, it has been felt that although we offer a wealth of knowledge and experience in the Area, especially on GT6 and Spitfire particularly, perhaps we ought to help members a little more practically, so for 2002 we are going to invest in some specialist tools. The sort of thing that you do not use often enough, or are too expensive to buy yourself, such as a mig welder, compressor and spray gun, spring compressor, hydraulic engine hoist, and twin carb balancer. The latter two we have already with a compression tester kindly donated by Trevor. Although NO charge will be levied at members (they were bought with your raffle money) we will ask for a refundable cheque to ensure their return.

So no excuses now look after your car! A good turn out for the Triumph / MX5 ten pin bowling! they reckon they won but had only printed a winning certificate for themselves.....Oh Yea! A very good night out, and best of luck to what is a very young Club.

The Trans Cymru Christmas run was one of Maura's best yet (Robert was there somewhere), a good turnout from the TSSC. Me! big surprise, Hue and Chris, Bob the mech and Shirley Worcester Area, and Dave Marriott also of Worcester Area. It was very good to finally meet Mike Morgan and see his Vitesse Con. We are going to have to do one of our runs/meals at Llansantffraed Court as the food was fabulous as usual a great day!

Le-Mans is going well. I now have the stand prices, the main bulk of these will have been booked at time of going to press. I currently have 5 car spaces available on a first come first served basis. If you fancy it ring me NOW!

Coming up!

Feb 10th Triumph Show Stoneleigh (best Auto Jumble of the year)

Welcome to a new member Clive, who by the time you read this should be the proud owner of a very nice Mimosa, yes you've guessed it, late MkIII GT6, identical to Cliff and Jordan's. Christoph has rung me offering his Late MkIII GT6 for sale, and the Multi Concours winning Nated GT6 ... Yes my late MkIII Carmine GT6 could also be on the market, for details of either phone me 07970 743273.

The Spitfire 6, my two litre GT6 con project is going well, sourcing parts at the moment. I've got a new MkI GT6 bonnet, early Vitesse engine, 175 SU carbs, Dolly 1850 O/D box, Prop, Swing Spring, lovely set of wires, and now a MkIII Spitfire Chassis, not bad eh! To be built as an early Spitfire 6. Some of the engine parts are



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

● SOUTH WALES Cont

already at the powder coaters so I'll keep you abreast of the progress!

Our thanks to Carl Heinlein who retires as Tech Sec after 13 Years, a source of wisdom and the best read in The Courier, your articles will be surely missed!

Our Congratulations go to Dave Marriot and Chris who announced their getting married in April, he'll have to get a move on if it is going to be in the GT6 though! A Triumphant New Year to you all! I know its a bit late I.....

Neil

● WEST MIDLANDS

Hi everybody, sorry for the lack of news of late, one of the problems is that our meetings tend to be after the closing date for The Courier, the other reason is I have the brain of a colander! I hope to rectify one part of this problem by moving the meeting to an earlier day in the month, negotiations are in hand and I will let you know in good time of any alterations, the brain I fear is incurable.

January's meeting had a tremendous turn out for the time of the year, there was lively discussion, we even talked about cars once I think! We are planning a treasure hunt later in the year, this is to be a serious treasure hunt which looks to be quite challenging using 6 figure map references, more news on this next month.

If you can recommend anyone local to the West Midlands who are excellent repair, service or bodywork people, please let me know as I am compiling a list for the use of members.

If you supply such a service make contact with me, my number is listed in The Courier and my email address is heraldhabitat@hotmail.com
Regards

Chris

● WIRRAL

Hi Everyone. I hope you are all well and looking forward to an event-filled year. As yet nothing has been organised but we do have a Planning Meeting later this month at The Cottage Loaf and we should start getting show dates through shortly.

Our annual Christmas Dinner in December was a success overall. I think there were about 28 people present from both the TSSC and Triumph Appreciation.

The quickly arranged New Year's Day Run saw a few of us in five Triumphs and a Peugeot venture out into North Wales. The intention was to walk up Moel Faman but the access roads were closed so we ended

up having a pub lunch, washed down with some very tasty Triumph beer. Ok, the badge on the pump was actually the Triumph Motorcycle logo but it was close enough for us!! Overall an enjoyable day amongst the snow-covered hills.

That's pretty much it for this month. Hopefully, the following Area newsletters will contain more information as we get events and show dates confirmed.

Take care,

Andy

● WORCESTER

I hope everyone had a good Christmas and New Year and you all got those Triumph parts you wanted as presents, or at least the socks had Triumph on them. Last year's resolution was to get daughters Spit on the road before the end of the summer, I'll try again this year.

January 7th saw a good turnout for our first meeting of 2002 with a few Triumphs in the car park (mine's tucked up in the garage until the roads are free of salt), we saw two new faces, Ian Campbell and his father whose Spitfire sounds to be in as many pieces as my daughter's, they were looking for encouragement and motivation, hopefully we gave them plenty and that we can give them more in the future. Which is a good time to remind any readers that have not been to a local Area meeting that it is the best place for encouragement and help in getting and keeping your car on the road or for any advice you may need, you do not have to turn up in a Club car but it's nice if you do.

On **February 20th** Ian has arranged a skittles match at the Berkeley Arms with the MMOC as competition contact Ian Manderson or Mike Carter if interested. We have the annual dinner on the **16th March**, names and deposits to Mike Carter who has the menu, £13/ head, deposit £5.

On **April 21st** we have a run around the 'Blossom Trail' starting and ending at Birlingham. Finally Alice Stone is having some disc fragments removed on the 16th January, we hope all is well and you are recovering quickly.

Some dates for the diary:

1st February. Gloucester Area Annual Dinner at the Gloucester Old Spot.

4th February. Monthly meeting, 7:30 pm. At The Berkeley Arms, Spetchley, at the junction of the A4538 and the B4084 between Worcester and Evesham.

10th February. Triumph Spares Day at Stonleigh.

20th February. Skittles with MMOC. The Berkeley Arms, Spetchley, at the junction of the A4538 and the B4084 between Worcester and Evesham.

4th March. Monthly meeting, 7:30 pm. At The Berkeley Arms.

16th March. Annual Dinner.

21st April. Run around the 'Blossom Trail'.

Vivian.

IMPORTANT NOTE

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

● SOUTH YORKS

January's meeting was a very select little gathering, everyone in hibernation eh! In the absence of anyone wanting to wrestle the mantle of AO from Pete and I, we continue as your illustrious leaders. We have a few names down for monthly quizzes for the coming year (next month is covered, thanks to Dave Briscoe) but more are needed. Finally just to remind everyone that next month's meeting is back to its usual date of first Tues, so hopefully will see you then.

Safe Triumphanting,

Victor

● WEST YORKS

Hi All. Tuesdays meeting was well attended and the A.G.M was held with myself again re-elected to the AO post and Bob Waddington re-elected as Treasurer. Bob Yoemans and Richard Waddington are to help again with the Events. The national runs and the Silver Jubilee at Stafford were discussed and it is hoped that we can support these events in larger numbers this year. A Go-Karting evening is to be arranged in April/May. The Dales Run is to be discussed in more detail at next months meeting. The quiz had everyone deep in thought for some time, in fact it was remarked that the room had never before been so quiet! The two Brenda's shared first place with the team of Bob Y, Andy and Julie. Robin won the raffle with Lyn taking second prize (still to fail to win something on her visits!) Dave Briscoe was very excited about the Renown he is to import and we all look forward to seeing the car when it arrives. Mick Cook informed me that it was 14,000 genuine miles, the car having been stored since 1987 and that it always starts first time.

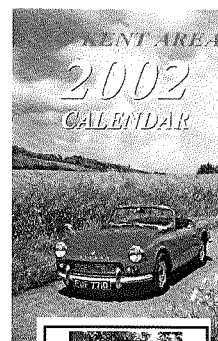
More parts change hands and I've received a further list of parts that Stuart is prepared to sell on. Was it something I said, I don't know, but the mass exodus left a small band to chat out the remainder of the evening. Well back to preparing the Vit. See you all next month

George

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Technical Evening Tuesday 5th Feb 8.00pm

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CLASSIFIED

Cars for Sale
Cars Wanted
Parts for Sale
Parts Wanted

HERALD

Cars for Sale
Cars for Sale
Cars for Sale

1200 CONVERTIBLE 1964. O/D. Hood. Two-tone red/white. New O/Rs. New copper brake pipes. Good runner. New MOT. Bodywork condition A2 hence £1750 onvno. Sale due to new car. Karen Austin (Fareham) 01489 577132 - 94/49156.

13/60 CONVERTIBLE 1970. Excellent unrestored car. Unleaded. S/S exhaust.

Waxoyled. Elec ignition. MOT. £2500. Roger (Staffs) 01270 882544 or 07831 327394 - 97/55043.

1500 HYBRID 1969. Spit III engine. Spit 4 gearbox, s/spring axle, o/drive, s/roof, blue/silver, 3,000 miles since complete rebuild. Vitesse bonnet/interior. £1950. James (Worcester) 01905 640763-95/51717.

ESTATE 1965. £525. One owner 33 years. All MOTs. Tax, MOT August 2002. Brilliant engine. Chassis professionally restored. Paint and interior average. Henry (Leicester) 01162 706040 - 01/64535.

13/60 1968. Wedgewood Blue. stainless steel exhaust. Good runner. £300. (Surrey) 01252 546018 eves.

SPITFIRE

Cars for Sale
Cars for Sale
Cars for Sale

1300 MKIV. Underside rust. Failed MOT. Used regularly. Mechanically OK. Hardtop. New tonneau, hood, tyres, sport exhaust, 4-bran manifold. Driveable. Offers. Brian Vince (Nr. Derby) 01332 863 455 - 97/57706.

1500 1976. Inca Yellow. A1 cond. O/D. Front/rear suspension rebuild. Spax, poly-bushes, K&Ns. S/S sports exhaust. Kenlowe. F. hardtop. Recon. carbs. £3250. Trevor (Mid. Kent) 01732 842746 - 95/51706.

MKIII. White x 2. 1 drives, needs restoration. 1 part restored. Lots spent. Lots of spares. Ring for more details. £1250 ono. J Porter (Somerset) 07774 938945.

MKIV 1972. Mimosa Yellow. Excellent condition. S/S sports exhaust. K&N filters. New hood. Hardtop. Valuation £4600. Receipted thousands spent. £2250 ono. Gareth (London or Derby) 07796 350048 - 95/49424.

1500 1979. Blue. A well-sorted Spit which drives superbly. Reconditioned performance unleaded engine - extremely quick! Fitted with all possible extras including mohair hood, Kenlowe fan, oil cooler and rocker feed, stainless extractor manifold and stainless sports exhaust, K&Ns on new carbs, new tyres on 5.5J GT6 rims, lowered suspension, Goodridge hoses, Motolita wheel, Pioneer CD etc. Long MOT. £2250. Quiller Triumph SE London 0208 854 4777. View pics on www.quillertriumph.com

MKI Rally prepared rare eight port head, twin webbers, hard and soft tops. V.g.c. MOT May. Insurance value £7000. £4000 bargain. Mark (Welwyn) 01438 715799 - 94/46859.

1500 1976. Brakes, shocks, radiator upgraded unleaded head, new hood, hardtop, bodywork tidy. Will MOT when sold. £1950 ono. Steve (Essex) 01702 559657 - 98/58356.

MKIV 1972. Mimosa Yellow. Excellent condition. S/S sports exhaust. K&N filters. New hood. Hardtop. Valuation £4600. Receipted thousands spent. £2250 ono. Gareth (London

or Derby) 07796 350048 - 95/49424.

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1500 1975. Green. In need of TLC. Engine; good runner with O/D. Bodyworks needs attention. Garaged. Lady owner. £500 ono. (including extras). Sharon (Norwich) 01603 717381 - 97/56716.

1500 1977 (S reg). Red. Good condition. All original. Lovely car. Good runner. £1495. David Knight (Baintree, Essex) 01376 347200 days.

1500 1978. 95,000 miles. O/Drive g/box. For renovation or spares. Non-runner. FREE. Buyer to collect. Brian Moore (Essex) 01371 820952 - 95/50572.

MKIV 1971. Signal Red. A1 throughout. Superb bodywork and interior. Totally standard hardtop. Drives superbly. Tax exempt. MOT. Warranty available. £3200. Johnny Spitfire at JY Classics (Bucks) 01494 866087, 07798 855150 johnnypdy@cwcom.net

1500 for resto. 100% complete. 100% working. Hard and soft tops. Excellent mechanics. Good bonnet. Good interior. £400, no offers. Steve (Derbyshire) 0771 3851001 mobile or 01298 78814 landline -

SPIT RACING CAR. TSSC Championship Mod-Sports, 45s, Cooper rods, 120+HP at wheels, Ashley roof, Le Mans bonnet and spare bonnet. 2 sets of wheels. Ready to race. £3750 ono. Chris (Richmond) 020 8255 4987 98/59784

1500 1980. Carmine Red. One previous owner. FSH. Original bill sale. No MOT, Tax. Original abandoned restoration. Chassis components included. £1750. Richard (W Mids) 01902 682930 - 92/37881.

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MKIV 1974. Red. MOT August. Many new parts. Bodywork needs completing. £950. Stuart@lyatt.freemove.co.uk Stuart (Somerset) 01749 670113 - 00/63375.

MKII RACER. Signal Red. Lots of new panels: Sills, floors, wings etc. 6" Minilites. Looks smart. Easy return to road car. Broken engine, hence £1500. Peter (Surrey) 01252 687285 eves.

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OTHER CARS

TRIUMPH 2500S ESTATE. 1976. Red. MOT Jan 2003. Tax. Reliable, every day classic, very sound. Overdrive, alloys, towbar, stereo. £1100 ono. Stephanie (Chelmsford) 01621 892872 - 93/45098.

GT6

Cars for Sale
Cars for Sale
Cars for Sale

MKIII 1974. Magenta. Full history. Good, original condition. MOT. New O/D, exhaust, tyres and brakes. Very reluctant sale after 20 years. £3500 ono. Nick (Wantage) 01235 765968.

MKIII 1970 (J). Red/Black. Rag top roof. Stunningly restored. A1+ condition. Photos of rebuild. Some history. £5800. Ewan Baldry (Blackpool) 07971 531763.

MKIII. MOT, Tax exempt. Overdrive. New £500 stainless exhaust. Restored suspension/brakes recently tuned. New interior. Bodywork needs tidying hence £1750. Max (Beds) 07810 716775 mobile.

MKII unused since complete body-off restoration using many, many new parts.

Awaits recommissioning. Phone for full details. Best offer around £5000. Jack Crouch (Sherborne) 01935 850412.

MKIII 1973. International Concours winner 2001. Carmine Red. Unleaded head. Tubular manifold and S/S exhaust. Servo. 4J wheels. 4650 hour rebuild. One of the best available. £8700. Neil (Tewkesbury) 07970 743273 mob or 01684 290494 - 9/60359.

MKIII 1973. M reg. Non-rototex. Very original with perfect door and bonnet gaps. Overdrive gearbox. 12 months MOT. Barn stored for 11 years! A good honest example. £2750. Can carry out further work if required. Johnny Spitfire at JY Classics 01494 866087 or 07798 855150 e mail johnnyspit@cwcom.net

VITESSE MKII CONVERTIBLE with O/D. A1 or better. Modified considered. Condition more important than originality. Not white. Unleaded. Rototex. Full history if poss. Norman (Tamworth) 01827 53174.

CARS WANTED

VITESSE

Cars for Sale
Cars for sale
Cars for Sale

MKII 1970 SALOON. Royal Blue. MOT August. Restored in past hence good condition. Overdrive, alternator, recon. differential, rear heated window. £1400 ono. Paul (Manchester) 0161 4569385 - 92/39396A.

MKII CONVERTIBLE 2L. O/D. Green. Runs but needs restoration work. £750 ono. Peter (Staines) 01784 454451 - 97/57512.

MKII CONVERTIBLE 1969. Generally sound car. TSSC valued £4000 but stored 2 1/2 years.

In need of some attention, will accept fair offers. Nick Elsome (Reading) 0118 9843424 eves please.

1600 SALOON 1964. Dark Green. Excellent condition. Low mileage. Garaged. MOT'd must go to a good home! £2700 ono. E Jenkinson (Edinburgh) 0131 663 4752 - 98/59908.

1600 1963. Single dial dash. Many original optional extras. Overdrive. Unmarked blue

interior. 2 owners. Very good bodywork. Dry stored 15 years. Space needed. £750. (Surrey) 01252 546018 eves

1970 MKII SALOON Valencia Blue. MoT'd. 48,000 miles. Genuine 2 owner vehicle. Garaged. Documented history. Well maintained but needs T.L.C. £1650. Anita (Essex) 01277 354609.

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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. (Forest Gate) 0208 5341981. Fax: 0208 519 8004 - 87/17737.

1500 chassis, engine, gearbox, suspension £150. Also Dolomite engine and gearbox £80. Brian (W. Mids) 0121 559 6554 - 91/35345.

MTS. Spring is on its way! MOTs, cars serviced ready for Spring. Gearboxes - diffs etc. Welding - suspension rebuilds etc. Ring for a chat and quote. John (Northants) 01933 388434 or 07770944106 before 8pm PLEASE.

GT6 front/rear suspension, wheels, diff (3.27), bumpers, radiator, ex/exhaust, SUS, oil cooler, doors. MKII fibreglass bonnet, hatch, bumper. Spitfire 1500 rear spring. Tony (Tunbridge Wells) 01892 539876 -

1500. Stainless steel semi-sports back box made by Bell Silencers. £60 ono. Can deliver. Dominic (Norwich) 07721 618978.

SPITFIRE 1500 stainless steel exhaust semi-sport less manifold £80. Rear cockpit board as new £25 or £100 the lot. John (Norfolk) 01953 604525 - 95/51988.

SPITFIRE MKIV factory hardtop. Superb condition throughout. £145 ono. Nearly new exhaust £25 ono. Steering wheel £18 ono. John (Barnsley) 01226 790594 - 01/65919.

SPITFIRE 1500 Goodyear tyres 155/80 R13, one unused, two part worn. £25 the lot. Jonathan Lindop (Stafford) 01785 603171 - 01/65778.

HARDTOP for Spitfire 1500. White, good condition £100. Dominic (Leamington Spa) 0777 5550833.

UNKNOWN front seats. Black, removed from GT6 Mk1. Reclining type. D-seat. Ripped squab. Call to discuss suitability if interested. Stuart 0114 2874965.

MKII VITESSE. NEW Canley 3.89. 1 diff £140. New adjustable Spax (fronts) with lowered and uprated springs £80. Recon. lever arm dampers £40. Totally rebuilt rototex chassis (like new) £350. Paul (Essex) 01375 843969 - 87/19301.

MKII VITESSE. New rear anti-roll bar kit £60. New Goodridge hoses, v.g. bumper set £75. 2 litre engine (turns over), non O/D gearbox. Tacho distributor. Good home, rebuild Girling powerstop servo £100. Loads of bits and panels. Paul (Essex) 01375 843969 - 87/19301 - 87/19301.

QUILLER TRIUMPH Herald Convertible bodytubs. Whole tubs of will cut off the

section you need, all at £150. Fibreglass racing style bonnet for Spit I-III/GT6/III £90. Selection of Spit hardtops £50-£80. Spit chassis choice £475. Spit IV/1500 hood frames £45. Spit IV/1500 hood £20. Herald/Vitesse hoodframe £75. Spit kneepads £2. Spit all models seats from £40. Inertia or static seatbelt and anchor £15. Chrome bonnet clip £4. Spit wingtop and bootlid trims £5. Herald/Vitesse bodytrims £3. Herald/Vitesse qtr. light assembly complete £15. Complete engines guaranteed (good runners from insurance write-offs) 4-cyl £180 - £235, 6-cyl £205. Engines unknown condition £40. Gearbox guaranteed (non-O/D) £45. Gearboxes unknown condition £15. Carbs early £15. Inlet/exhaust manifolds from £10. Airbox £5. Dynamo/alternator/starter £10. Spitfire/Herald radiator £35. Front windscreen Her/Vit £14. Door glass £9. Spit/Herald front suspension corner (hub/vertical link, trunnion wishbones etc.) complete £25. Good steering rack £15. Early Spit/Herald diff (guaranteed) £40. Halfshaft and hub assembly complete £40. Rotoflex suspension parts Brake/Clutch master or slave cylinder £15. GT6 tailgate £30. Spit and Herald doors all at £45 - take your pick. Spitfire and Herald bonnets all at £80 - take your pick. Spitfire and Herald wheels £10. Lots of alloy wheels from £60 set. 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 0208 854 4777 SE London.

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2-litre MKI Vitesse engine. Free to a good home. John Fletcher (Kent) 01634 305226.

VITESSE MKI chassis, engine £30. Exhaust valves new. Smiths black clock new £20 each.

PARTS WANTED

HERALD 13/60 wanted: Four rubber blocks that clip underneath the front seats. Think they were period accessory. Anyone got some? Stephen Longden (Cambridge) 01223 215 130 - 01/65224.

PERIOD device for varying the speed of windscreen wipers. Tuning brochures and tuning parts and accessories for the Herald also wanted. Matt (Huddersfield) 01484 537361 email: matts@traumateam.co.uk

HERALD/VITESSE rear floor and seat base needed urgently for Bond Equipe GT45

Duncan (South Norwood) 020 8654 9127 - 81/2558.

BLACK Honeybourne Mouldings hardtop for Spitfire 1500. About 20 years old but not used since 1987. £20. Richard Bennet (Crewe) 01270 661666 (eves/weekends) - 97/55842.

13/60 ESTATE bonnet £150. Tailgate £50. Fuel tank £50. Phil Gillham (Benfleet) 01702 556564 - 92/39382A.

SPITFIRES MKIII/IV spares: Rally profile cam (unused) £25. Twin 150 CD Strombergs on SAH manifold with chrome filters £80. Oil cooler with adaptor and pipework £35. 1500 cyl. head £15. Nick (Leicester) 0116 392573 - 00/57985.

1500 O/D GEARBOX £130. O/D gearstick all cars £25. S/H diff from £50. Vit/MkI rear shafts £25. Spit III halfshaft £20. Engine £165. Seats £35 pair. Gearbox £40. Chassis + V5 £55. ** 2500cc PI engine £250. Good 2000cc engine £100. Recon. 1500cc engine £200. Carbs from £15. Loads more parts, please ring Mike (Coventry) 024 76644499/Mob 07768 775170.

VIT II chassis recent riggers/side rails, main rails good £165. Front sus/brakes complete £110 pair. 3.89 diff good £80. Bar driveshafts good £120 pair. R/H original boot rigger £25. Mike 024 76644499, 07768 775170.

VIT/HER R/H door glass and winder mech. v.g.c. £45. Saloon roof c/w sunroof good condition £125. (13/60 bits) pair front seats £50. Dash ass complete £40. Mike (Coventry) 024 76644499/07768 775170.

GT6/III original low mileage parts, diff 3.27 to 1 £1175. Rear roto driveshafts £225 pair. Front sus/brake units c/w w bones £140 pair. Rust-free chassis £95. All ono. Mike (Coventry) 024 76644499, 07768 775170.

BREAKING ONLY Spitfire. Has wire wheels, good tub, most parts available. Phone Mike (Coventry) 024 76644499, 07768 775170.

SEBRING hardtop. Believed MK4/1500. Red, needs screen £100. Works hardtop, tatty £30. Fibreglass bonnet £50. Boot £30. Breaking 1500 (78) phone for list. Martin Sweetland (N. Somerset) 01934 518311 (eves) - 01/64953.

SPITFIRE 1500 gearbox £40, diff £30, doors £15 each, bumpers £15 each, carbs £30 pair, s/wheel 3-spoke (78) £8, lights £5 each. Most parts available. Phone for list. Martin (N. Somerset) 01934 518311 (eves) 01/64953.

rebuild. Will purchase or exchange for my bus industry memorabilia. Martin Holdsworth (Bromsgrove) 01527 876724.

HERALD rear floor/boot floor wanted for cash or swap Bus Industry Memorabilia. Martin (Bromsgrove) 01527 876724 - 01/65775.

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RECONDITIONED Triumph Spitfire MkIV chassis and 1500cc engine with 'J' type overdrive. Good condition. Must go. Offers. Mr Downie (Lincs) 01529 307919.

MAKE Vitesse/Herald Saloon a Convertible. I have all parts needed incl. body body tub, hood frame, seats etc. £100. David (Northants) 01780 784401.

SPITFIRE 1500 engine for sale. Some work required on camshaft or cambucket. Converted to use unleaded petrol. £100. Must collect. Peter Gore (Bolton, Lancs) 01204 597248 - 96/54126.

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SPITFIRE 1500 rolling chassis. Bare bodyside, engine, gearbox, propshaft, diff, hardtop, seats, alloy wheels. Also Spit III bonnet, v. rough. Offers!! Plus petrol tank. Paul (Norfolk) 01508 492892 - 01/66236.

SPITFIRE MKIII rolling chassis. Chassis shot blasted/resprayed as new. Rebuilt MKIII engine, differential etc. £250. Maysplit. Many other Spitfire/Herald parts. (Surrey) 01252 546018.

HERALD/VITESSE hardtop. Excellent condition. Need space. Only £50. Buyer collects. Craig (Ilford) 07774 969145.

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