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The Market Leader



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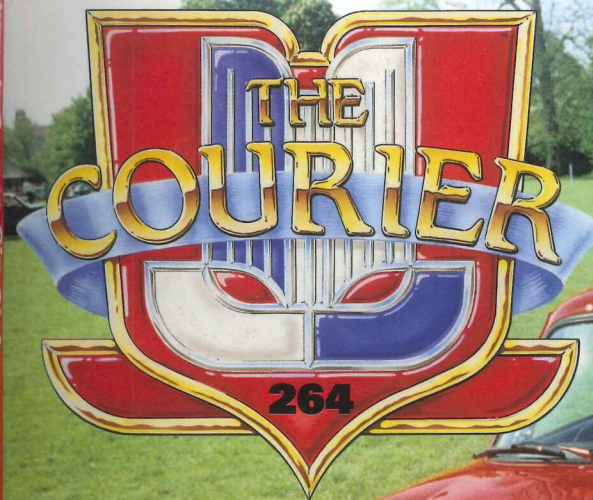


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TRIUMPHS
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July 13th/14th

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FOOTMAN JAMES



The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.264 Vol 22. JUNE 2002
Price £2.25 Free to Club Members.

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Leicestershire. LE16 9TF.

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Saturdays - check Courier P.7

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We will only accept TXT files **NO** Attachments

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COUNCIL MEMBERS 2002

David Aspinall, Chris Gunby,
Tom Longley, Chris Mills,
John Muggleton, Stuart Newbould,
Trudi Prettyjohns, Simon Roberts,
Tim Scrivens, Barry Minett-Smith,
Bill Sunderland, Vivien Thompson,
Brian Waters, Peter Williams.

For a full list of TSSC officials see page 86.

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:
Colin Gear's
Scorching Hot
Cosworth powered
GT6 MKIII
Pic Lewis Barton

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T.S.S.C. Events Calendar

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

HQ Attended Events

Contact Club H. Q. for more information

June 2002

SATURDAY/SUNDAY 29/30 JUNE 2002
DERWENT VALLEY PEAK RUN
CONTACT PETER 01773 857342
OR KEV 0115 9550893

July 2002

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

September 2002

FRIDAY/SUNDAY 21/23 SEPT 2002
MILE OF TRIUMPHS
SUNDAY 29 SEPT 2002
DUXFORD ALL TRIUMPH DAY
IMPERIAL WAR MUSEUM DUXFORD

TSSC Regional Events

Contact Local Area for more information

June 2002

MONDAY 3 JUNE 2002
GATWICK AREA STAND AT CRAWLEY
CLASSIC CAR SHOW
CONTACT TONY 01293 885420

SUNDAY 9 JUNE 2002
AVON AREA STAND AT BRISTOL
CLASSIC CAR SHOW
DURHAM DOWN
CONTACT: COLIN 01179 691322

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

FRIDAY/SUNDAY 21/23 JUNE 2002
WEST YORKS DALES RUN & BARBECUES
70 MILE CONVOY STARTING AT ILLKEY
SEE ADVERT IN COURIER

SUNDAY 30 JUNE 2002
SURREY/GATWICK AREA CLUB STAND
BROMLEY PAGEANT OF MOTORING
CONTACT KAREN 0181 8733022
OR TONY 01293 885420

July 2002

SATURDAY/SUNDAY 6/7 JULY 2002
GATWICK AREA CLUB STAND
ARDING VINTAGE VEHICLE SHOW
HAYWARDS HEATH SUSSEX
CONTACT TONY 01293 885420

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

SUNDAY 4 AUGUST 2002
GLOUCESTER AREA CLUB STAND
COTSWOLD CLASSIC SPECTACULAR
SUDELEY CASTLE WINCHCOMBE
CONTACT BARRY 01242 522973

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

SATURDAY/SUNDAY 3/4 AUGUST 2002
GATWICK AREA PRESENTS
LINGFIELD STEAM & COUNTY SHOW
BLINDLEY HEATH SURREY
CONTACT TONY 01293 885420

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

SATURDAY/SUNDAY 31 AUG 1 SEPT 2002
SOUTHERN/GATWICK AREA CLUB STAND
SHOREHAM AIRSHOW
CONTACT TONY 01293 885420
OR SUZIE 01672 514241

SATURDAY/SUNDAY 31 AUG 1 SEPT 2002
NORTH YORKS AREA
21ST ANNUAL CONCOURS
AND CONVOY
CONTACT JUDY 01904 656095

September 2002

SUNDAY 1 SEPTEMBER 2002
WORCESTER AREA CONCOURS (WAC)
CONTACT IAN 01452 618113

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

CLASSIC CAR SHOWS

(CLUB INVITED)

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 INATIONAL RESTORATION SHOW
NAC STONELEIGH WARKS

November 2002

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

OVERSEAS EVENTS

SATURDAY/SUNDAY 27/28 JULY 2002
LOU PERGASTOU 5TH EDITION
FRENCH GT6 OWNERS AMICALE BRITISH
CARS FOREVER PERIGORD REGION
CONTACT CHRISTIAN 00 33 53316665

66 Comment

FULL CIRCLE - 30 YEARS ON!

by Bill Sunderland

I start this month's comment with an apology to Terry and Chris Hurrell; we published notice of Terry's demise last month and how happy am I to report that he is well and truly on terra firma. Terry has been very ill and we took a report, which was not thoroughly checked before publication.

On behalf of Bernard Robinson, the author Matt Smith and all at the TSSC, we wish Terry a speedy and full recovery. I am sure many of you enjoyed the article last month on the SAH tuning house, which Terry's dad, Sid started in Leighton Buzzard, Dunham and Haines and SAH special Triumph tuning. This is part of the ingredients, which got my interest back in the early '70s.

Living near Leighton Buzzard, I used to go to Sid/Terry's premises to see all the tuning goodies and owning a GT6 MkII which Dunham and Haines supplied, started me on the road with Triumph cars. Ironical as life is, having just spent an enjoyable weekend at the South Of England Meet in my current GT6 MkII - 30 years on!!

Let's talk cars - I have just fitted the new Club 14" genuine Minilite wheels to my GT6, which we have had cast for our range, a first - well, never mind, it drives great, maybe the tyres help - Firestone F700. What can I say, fastest run ever from Surrey to Leicestershire, the car is on fire, not literally but running the best it has ever in the 20 years I have been messing around. The ingredients I like, great touring outside lane machine, good fuel

economy about 24 mile per gallon, free revving, and Aldon electronic ignition - my favourite modification. I spent many an hour valuing cars at SEM - so much interest, so much enthusiasm.

The last month has seen the Triumph Sports Six Club signing up Members with the full range of Triumph cars, from Stags to Dolomites. The attitude of owners is for Club benefits for all Standard Triumph cars and we intend to deliver. It is quite overwhelm-

ahead. I am convinced the events Team will launch a new International Standard Triumph European Rally in the next 18 months, an event which the Club can front for all Standard-Triumph enthusiasts everywhere.

There are some more changes at H. Q., namely that Diane Spence, our hard working TSSC Membership Administrator, is retiring. After some 10 years with us and seeing many changes, she is taking time to enjoy her



ing the TSSC - we will undoubtedly grow and for the Triumph Marque, this is long overdue. Seeing all Triumphs in lines at SEM, not as guests, focused many Club Officials to what is

passion for travel. Along with her husband, Arthur who has kept TSSC H.Q. spic and span, they will be missed and we wish them both a very happy retirement.



TSSC NEWS

Review

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

TERRY HURRELL

Apologies to Terry Hurrell and family.

I'm very sorry for any upset that I have may caused following my article on SAH, I had been misinformed from what I had thought was a reliable source about Terry's illness and I have subsequently learned that Terry is on the way to recovery.

I wish him and any of his family well and apologise again for any upset I may have caused.

Matt Smith

From the Editor

I feel I must add my own apologies here for what is every Editors nightmare - incorrect information. In the circumstances of Terry's illness, I made the worst and incorrect assumption and apologise to Terry and family plus his work colleagues at Moss Europe for not Checking the facts. No excuses - I should and indeed will under similar circumstances in the future. My best wishes to Terry and I wish him a speedy and full recovery.

Bernard Robinson
Courier Editor

Self Help Scheme 2003

As members will see in this month's Courier, we are starting to update the Self Help Scheme in the Members Handbook for the

next, 2003, edition. So, if you are already in the Scheme please check that your details are correct and let us know if any need changing. If you are in the current Scheme we will assume you would like to remain in for the next edition unless informed otherwise. As always, we would be happy to receive details of members not already in the Scheme who would like to be, so send in your details also - all by the end of July please. A copy of the form may be found on page 31 of the 2002 Handbook. and page 84 of this issue, Happy Motoring.

Peter J Williams
General Secretary

Now Back in Stock

That very important but also very hard to get part for your Herlad/Vitesse Convertible - namely the Chrome Door Aperture Seal Cappings are now back in stock at **Six Spares of Twickenham**.

For more info see their advert in this Courier pages 8 & 9 or to order a pair ring **020 8977 6587**

Trans Cymru events

They always have a big TSSC contingent, including several from the South Wales branch where they are members on these events.

July 6-7 Tour of Snowdonia. Covers nearly 300 miles on the most exciting roads in the National Park in mid- and north Wales. Hotel and meals included.

August 11 Forest of Dean & Wye, Valley Tour. A 120 mile tour with plenty of country lanes and unclassified roads. Includes Country Inn lunch in the Forest of Dean and Cream Tea at finish.

August 31 - 1 September Trans-Cymru Classic. Traverses Wales from south to north on route of 300 miles with steep climbs and mountain roads. Hotel and dinner included.

Further information on all the above from:

Robert Morgan & Maura Conneely. Trans-Cymru Classic Events
25 The Crescent, Maesycwmmmer, Caerphilly. CF82 7QF.

Tel/Fax 01443 815559 E-mail info@transcymruclassic.co.uk



5%
Discount



ADVANCE ORDERS FOR COLLECTION AT SHOWS

TSSC Offers will be attending the following shows

The Peak Run

AMBERGATE SPORTS & SOCIAL CLUB
JUNE 29TH & 30TH

TSSC International Weekend

STAFFORD COUNTY SHOWGROUND
13th & 14th July 2002

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, or John.

HQ OPENING TIMES

JUNE - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 8TH - 9.00 AM - 4.00 PM

SATURDAY 22ND - 9.00 AM - 4.00 PM

**CLOSED MON 3RD / TUES 4TH
FOR BANK HOLIDAY**

JULY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 6TH - 9.00 AM - 4.00 PM

SATURDAY 27TH - 9.00 AM - 4.00 PM

DISPLAY CARS WANTED

**DISPLAY CARS are required for the
Jubilee Display at this years International**

Saturday 13th July

If you like to participate please Ring Nigel

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	£7.99
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	£14.10
Door aperture seal, saloon	£15.28
Front valance seal	£1.41
Door check link seal	£2.64
Gear lever gaiter	£9.40
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/boot	£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/boot	£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	£29.38
Door Barrell and push button r/h HERALD/VITESSE	£29.38
Door cam lock r/h HERALD/VITESSE	£35.25
Outer door handle ass. SPIT II, III, GT6 I, II	£19.98
Outer door handles (matched pair) black or chrome, SPIT IV/1500, GT6 III (includes lock barrels)	£105.75
Matched pair of door lock barrels, SPITFIRE II, III, GT6 I, II	£23.50
Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£29.96
Inner door handle assembly SPITFIRE IV/1500, GT6 III	£21.15
Window winder handles and inner door opening handles, all models - please state model	£8.81
'B' post striker catch SPITFIRE, GT6	£15.28
Boot hinges (pairs) HER, VIT, SPIT I, II, III	£26.44
B post strikers, less slider, HERALD/VITESSE, pair	£25.85
Boot 'T' handle and keys HER, VIT, SPIT I, II, III	£18.92
Boot lock assembly SPITFIRE IV/1500	£18.92
Tailgate handle and lock assembly GT6 I, II	£23.50
Tailgate handle and lock assembly GT6 III	£19.98
Boot latch/striker assay, SPIT IV/1500, GT6 (ALL)	£12.93
Chrome flip top petrol cap SPITFIRE IV/1500	£34.66
Locking petrol cap, SPITFIRE, chrome	£19.98
Locking petrol cap, HERALD, VITESSE	£14.98
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	£16.45
Bonnet catch assay, all models	£24.97
Steering column lock assay, SPITFIRE IV/1500, GT6 III	£39.95
Ignition barrel and keys SPITFIRE I, II, III, HER, VIT, GT6 I	£7.63
Ignition barrel and keys as above HIGHER SECURITY	£13.51
Matched lock set GT6 I, II, door, tailgate & ignition locks	£32.08
Full lock set as above with paired bonnet locks	£43.48
Matched lock set SPITFIRE, door, boot & ignition locks	£25.85
Full lock set as above with paired bonnet locks	£37.60
Matched lock set, SPITFIRE II, III, door, boot & ignition locks	£32.08
Full lock set as above with paired bonnet locks	£43.48
Matched lock set, HERALD/VITESSE, door, boot, ign., c/box	£49.94
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	£37.60
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	£22.33
Sill, HERALD, VITESSE	£18.80
Door skin, ORIGINAL PRESSING	£76.38
Door under section repair panel, HERALD, VITESSE	£29.96
Door step/tread panel (not aluminium finisher) as original	£11.75
Rear wing, HERALD, VITESSE	£86.95
Rear wing arch repair	£22.33
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	£17.63
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	£21.15
Six piece sill kit, both sides SPIT/GT6	£88.13
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
Front wishbone bushes	£1.41
Lower Steering Coupling	£21.15
Steering rack rubber mounting	£2.94
Aluminium steering rack mount kit	£22.91
Driveshaft all models, non rotolux	£65.80
UJ flange to diff, small or large	£16.45
NEW propshafts from	£88.13
Front vertical link, VITESSE, GT6	£70.50
Front vertical link HERALD, SPITFIRE	£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	£7.23
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, rotolux models	£17.63
Rear full wheel bearing kit, non rotolux 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	£49.94
Type 16/16P VITESSE, GT6 State model	£59.93
Type 16PB Metric GT6 III Late	£59.93
Brake master cyl. SPIT IV/1500 single line	£52.88
Brake disc 4 cyl. models	£14.98
Brake disc 6 cyl. models	£16.74
Brake drum, late GT6 MkIII ORIGINAL	£24.68
Wheel cylinders - state model	£8.99
Brake hoses front/rear - state model	£8.81

FUEL SYSTEMS & CARBS

Petrol tank sender unit HERALD, VITESSE	£47.00
Petrol tank sender unit SPITFIRE	£28.80
Fuel pump HERALD, SPITFIRE	£18.80
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Cop Shop

Continuing from last month's Cop Shop, here is an extract of legislation that applies to Convoys.



by Mike Crewes

Since 1986 convoys have been covered by Legislation under the Public Order Act 1986. I suggest that anyone considering a convoy of any type read this very carefully. The Legislation is not intended to stop events such as convoys but to keep a check on them, particularly if disorder is likely. I have never known a convoy end in disorder, so as you can see the Legislation is aimed at disruptive processions rather than fun runs such as convoys.

Section 11

(1) Written notice shall be given in accordance with this section of any proposal to hold a public procession intended: (b) to publicise a cause or campaign, or (c) to mark or commemorate an event unless it is not reasonably practicable to give any advance notice of the procession. (Note: I suggest that it is always practicable to give advance notice).

(3) The notice must specify the date when it is intended to hold the procession, the time when it is intended to start it, its proposed route, and the name and address of the person, or the persons, proposing to organise it,

(4) Notice must be delivered to a Police Station: (a) in the Police area in which it is proposed the procession will start, or

(b) where it is proposed the procession will start in Scotland and cross into England, the first Police area on England on the proposed route.

(5) If delivered less than six clear days before the date when the procession is intended to be held, the notice may be delivered by post, by the Recorded Delivery Service; but Section 7 of the Interpretation Act 1978 (under which a document is sent by post if deemed to have been served or posted and to have been delivered in the ordinary course of post) does not apply.

(6) If not delivered in accordance with subsection 5, the notice must be delivered by hand not less than six clear days before the date when the procession is intended to be held or, if that is not reasonably practicable, as soon as delivery is reasonably practicable.

(7) Where a public procession is held, each of the persons organising it is guilty of an offence if:

(a) the requirements of this Section as to the notice have not been satisfied, or

(b) the date when it is held, the time when it starts, or its route, differs from the date, time or route specified in the notice.

(8) It is a defence for the accused that he did know of, and neither suspected nor had reason to suspect, the failure to satisfy the requirements or (as the case may be) the difference of date, time or route.

(9) To the extent that an alleged offence turns on a difference of date, time or route, it is a defence for the accused to prove that the difference arose from circumstances beyond his control or from something done with the agreement of a Police Officer or by his direction.

Section 12

(1) If the Senior Police Officer, having regard to the time or place at which and the circumstances in which any public procession is being held or is intended to be held and to its

route or proposed route, reasonably believes that: (a) it may result in serious public disorder, serious damage to property, or serious disruption to the life of the community, or (b) the purpose of the persons organising it is the intimidation of others with a view to compelling them not to act as they have a right to do, or to do an act they have a right not to do. He may give directions imposing on the persons organising or taking part in the procession such conditions as appear to him necessary to prevent such disorder, damage, disruption or intimidation, including conditions as to the route of the procession or prohibiting it from entering any public place specified in the directions.

(2) In subsection 1. 'the Senior Police Officer' means: (a) in relation to the procession being held, or to a procession intended to be held, or to a procession intended to be held in a case where persons are assembling with a view to taking part in it, the most senior rank of the Police Officers present at the scene, and (b) in relation to a procession intended to be held in a case where paragraph (a) does not apply, the Chief Officer of Police.

(3) A direction given by a Chief Officer of Police by virtue of subsection (2)(b). shall be given in writing.

(4) A person who organises a public procession and knowingly fails to comply with a condition imposed under this section is guilty of an offence, but it is a defence for him to prove that the failure arose from circumstances beyond his control.

(5) A person who incites another to commit an offence under subsection 5 is guilty of an offence.

Section 13

(1) A person who organises a public procession the holding of which he knows is prohibited by virtue of an order under this section is guilty of an offence.

(2) A person who takes part in a public procession the holding of which he knows is prohibited by virtue of an order under this section is guilty if an offence.

(3) A person who incites another to commit an offence under subsection 8 is guilty of an offence.

Well there you have it. I can't see too many problems, if the

proper notification is given. The convoy organiser is now responsible in Law for the convoy. If all the members of your convoy stick to these guidelines you will have a safe and enjoyable convoy. If only one member does not, the whole convoy becomes in danger. Convoys run properly are extremely good fun, I hope that the preceding information has helped you to have some fun whilst convoying.

HAPPY CONVOYING

Cop Shop

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. Replies require a stamped addressed envelope, or email: MikeCrewes@Standard-Triumph.com

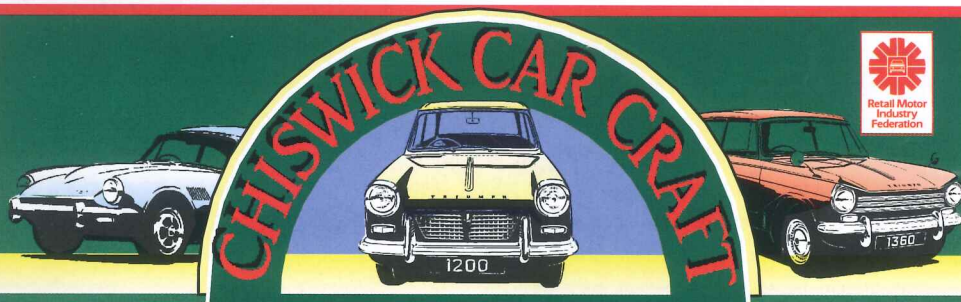
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M. W. Restorations

*Technical Tip
of the Month*

Stubborn Bushes?

When fitting new suspension bushes to your wishbones etc., the biggest problem can often be getting the old bushes out, especially if no press is available and you have to settle for a vice. Try drilling a series of small holes with a 3 mm drill, around the circumference of the rubber part of the bush, then squeeze it out with your vice, and Hey Presto), it pops out much easier.

Best of luck,

Mike.



Coincidences!

By Suzie Hunneybell

Just as I was gazing into space wondering what to choose for this month's topic the answer came flying at me through the air - or rather via email

TRIUMPH Spitfire
I-II-III Register

I was really pleased to receive my first mail as Register Secretary from Martin Pearce in Wiltshire this weekend. Not only was he very complimentary about my first article last month he sent the story of his Spitfire 4.

Martin writes: "I have wanted a Spit for many years but children, jobs, houses etc have always got in the way.

Never seemed the right time or have the money. Anyway this year, I took the plunge. Search started last year actually but at the turn of the year I found a Mk 1. Originally had my heart set on a Mk III, like Baby Blue but money started burning a hole in my pocket and my wife started to find other things to do with it. Anyway, found a pretty original 1963 car FC6769. Have a Heritage Cert. Only thing not original are the seats and carpet, someone has replaced them with red ones rather than black.

She hasn't been used since 1991 but for the first time last weekend I had a little drive out of the garage and around the close. Work still continues but to be honest there isn't a great deal that needs doing. Its finding time and money to complete the job. The good weather helps and encourages me to get on with it.

Only thing I don't like are the wheels. Someone has put some nice alloys on but they just don't match the car. I have the original ones which need refurbishing. One question you may be able to help with is with regards to the white paint on the wheels of the Mk1. What is it and where can I get it from? Seen the normal wheel paints in Halfords but not sure if this is quite the right thing."



8473 FH of Martin Pearce



Suzie replies:

I did a little research on this question via books and email lists I'm on and although I can't give a definitive answer I've been told that they were probably done in Spa White which was a shade used on the early cars. I'm not sure whether there's a commercial paint available off the shelf which would match this though it may be that someone reading this will know of something appropriate and can let me know for inclusion in a future Courier issue.

Hot on the heels of this I received a second email, this time from Nick Vass of Salisbury, Wilts.

By coincidence Nick also has a red Spitfire Mk1, and also had a question about wheels, one I was able to answer by referring to John Thomason's "A Guide to Originality, Spitfire & GT6", a book which I somehow think I'll be dipping into many more times.

Nick asked: "I have a question for you. My friend Robin has a Mk3 1968 Spitfire. He has odd wheels. Two have more pronounced slots, wider slots than the other two. All are the same width though. My Mk1 has the narrower slots, some Mk3 that I have seen also have

narrow slots but could you tell me what are on your Mk3 and what it should have. You only notice if you know about it and then you can't take your eyes off them. All wheels have nice hub caps."

Suzie answered:

"Spitfires were originally fitted with the wide slot wheels then, during the life of the MkII, from FC56031, were changed to the narrow slots and remained with those right through till the MkIVs were given completely new wheels. That would say that Robin's narrow slots are correct for his car and that yours are from a later car.

Maybe you should trade him for his two wide slots and try to match them up sometime?"

Nick also sent me an article he's written about his history with Spitfires and other Triumphs as well as some pictures of Gremlin.

Nick Vass's 'Gremlin'



The rolling restoration of "Gremlin"

And why I bought her in the first place.

By Nick Vass.

Suzie's first and excellent article in the Courier inspired me to send in this account of how I came to own a Mk1 Spitfire and what I have done with her so far.

A long, long time ago I owned a Mk1 GT6 from 1967. I loved her. Owned her for many years and gradually rebuilt her to a good and useable standard.

Devon is very hilly and contains Dartmoor which is extremely hilly. One day I was due to meet my mate David Stock, (now Canada rep for the TSSC) and have a drink. I was late, as I often am and was in a hurry. I went over a humped back bridge and then tried to negotiate a 90-degree bend. However, I didn't. The rear wheels tucked under and the car spun. Went backward through a hedge, took out a tree and ended up in a field with the bonnet sticking up skyward. I can't remember how badly I was hurt but I can remember crawling around the field scavenging up all my tools. Most of them were embedded into cow pats.

Where is she now? Reg: No JTT 778E, white. I found out from the DVLA that she is still on the road with a current MOT and Road Tax paid up. If the current owner is reading this please do get in touch.

Needless to say, my present Triumphs are all now fitted with 1500 swing spring and roll bar set up. Sadly the GT6 had to be changed for a sensible car when I went to University.

Some time later my brother Stuart, who has always had a Spitfire, (he managed to roll a Mk3 onto its soft top whilst on his way to a shout. He was a retained Firefighter). bought a signal red 1967 GT6 with wire wheels. She ran but hadn't got a floor and was very rusty all over.

Stuart decided to live on his boat in Dartmouth and I volunteered to garage the GT6 until we had the time to restore her.

I decided that the best course of action would be to try to get another body. I could repair the bonnet with new wings, front panels and wheel arches. I phoned around the dealers but the prices that I was quoted were a joke. Most of what I was offered seemed as rusty as what I already had. I tried an advert in the Free ad (everything for sale, advertise for free) paper and the TSSC Courier. I was surprised to be inundated by loads of calls. Most people offered "I have an excellent GT6 (or Spitfire) body that you can buy". Great I said. "Oh but you have to have the rest of the car too". For some reason I ended up buying four extra cars! Was I mad? Had those kids tipped me over the edge? Each car was a lot better than the one that I already had and were all too good or complete to break. I sold two for what I paid for them, kept a trailer that I bought with a Mk3 Spit and kept **Gremlin** my 1965 (February) Spitfire 4. I was born in Feb 65.

She had an MOT when I bought her from Derek of Bournemouth. He had also run out of time and he had a bad back. He is a tall man which didn't help and he needed a bigger car, Gremlin had been his only car at that time.

I enjoyed her for a winter and during the following Spring time but



Gremlin's New Body



Brother Stuart drove Gremlin to my Wedding

some work was needed. Again she looked fine from a distance. I didn't think that a full body off resto was needed but I was wrong. I bought a brand new Mig welder and set to work. Stuart, my brother and I decided to go the whole hog and ended up replacing both sides of the floor, both rear wings, repairing the inner wings (fantastic job by Stuart), boot floor, sills and rear valence. With every thing striped out a nice bear metal respray was possible.

When I have the time I shall replace the front wings and paint the bonnet. Bit busy with young Daniel and my new job at the moment though. I get the kids at school to give it a T-Cut and polish every now and then. Well better than a detention for not doing their homework! Gremlin already had a 1500 Swing Spring and Anti Roll Bar. I borrowed the wire wheels of the GT6, had them stove enamelled and I fitted, as a temporary modification the engine and overdrive gear box of my 1500 Spitfire. Another unfinished restoration project bought from the Free ads. The

bigger engine is great and the overdrive helps with the trip to work but the original will go back in when I have rebuilt it.

The engine is tired and needs regrind and rebore etc. I could have done with a bit more power so I might look into a tuned head. Gremlin is so enjoyable to drive. Seat of your pants and responsive.

I personally think that the lower bumper Spits are better looking but

that's just me.

I bought my friends Phillippa and Chris's 1972 Stag and Natasha and I used it as our wedding car. The Spitfire is much more fun. You can throw a Spitfire around, 50mph feels like 100 and it doesn't matter if you break something along the way.

I toyed with the idea of keeping the Stag but my credit card bill decided otherwise and we



reluctantly sold her. Chris drove her. Stuart (brother and best man arrived at the wedding in Gremlin but Swiss Judith, and the other bridesmaids and Russian friends took the Spitfire to the reception and then back to our house for pavlova on the veranda at our house. Five up in a Triumph Spitfire!

Chris and Phillipa are great friends. They

currently own a 1500 Spit, Herald and a Jensen Interceptor. Congratulations to them on the arrival of Madeline, born a couple of weeks ago. They are true Triumph nuts! Chris was spraying his Herald when we last went to see him. Madeline was five days old!

I'm so looking forward to driving Daniel around in the GT6 or Gremlin. I hope he will like sailing too. Perhaps the kids haven't driven me mad yet.

But I am Triumph mad!

In another coincidence I also heard this week from



Malcolm's MKIII at Beamish

Malcolm Coulson who sent this picture of his 1969 MKIII taken at the Beamish camping weekend last year. You may find the backdrop familiar as that's when/where I took the photo of Guy's Bond convertible which was used on last month's cover!

And finally. I couldn't resist including a picture of Baby Blue, bad form perhaps to show my own car again but after taking her into the Savernake Forest for a photo shoot amongst the bluebells I thought this one deserving of publication.



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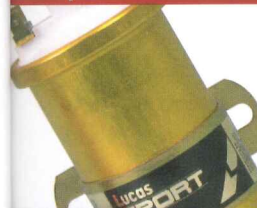
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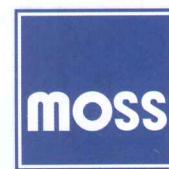
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The True Special

By Trevor Collett

I was pressing on a bit admittedly, but not being too naughty, it was a dual three lane.

TRIUMPH Specials Register

Everything seemed to be in order; the V6 heart of my Mazda MX3 was beating normally. A systems check - the speedo was nicely on seventy, and then as I looked at the rev counter the needle suddenly dropped to zero. Funny, I thought, has the cable broken? It took only another half second to realise that the real reason that the rev counter was showing zero was that

that the engine had stopped revolving.

I managed to get to the hard shoulder without too much drama. I got out and lifted the bonnet, as you do. If it had been one of my Triumphs I would have had a poke and a fiddle, but on a Nineties engine - no real point is there? The problem was obviously electrical but there seems to be a lot more electrical bits around car engines these days. I got out the tool kit and selected... the mobile phone.

The RAC said they would be no longer than 75 minutes, after 45 minutes they phoned

me back and said they were very busy but would be with me within 45 minutes. An hour and a half after my call the man arrived, a very nice man with lots of sympathy. I was surprised, and amused, to follow his diagnosis sequence. First he jiggled the low tension connections on the distributor, then he sprayed Easy-start inside the fuel injection and then he connected an old plug to a HT lead to see if we had a spark. Nothing changes does it? I suppose I imagined he would bring out some sort of gizmo that would tell him exactly what bit had a broken.



Askew Special

The nice man was very sorry that he couldn't get the car going but he could tow me home. Getting me home seemed like a good idea but a dead Mazda on the drive was no more use than a dead Mazda on the A3. I decided to drop the car near the local Mazda agent whence I bought the car last year and phone them the next morning. By the time we got there it was gone 19:30 but to my surprise the workshop was open so I was able to explain the problem - more sympathy ensued.

The next day the Service Manager phoned me to tell me the problem was the distributor and that they

had a new one ordered on overnight delivery. True to his word the car was ready the next day. When I picked it up the Workshop Manager told me that a new distributor would cost £400, without any labour - good job I had a warranty. He also said that although the distributor seemed to fail suddenly it had

probably been dropping off for a while and as soon as I drove the car out onto the road I noticed a marked improvement in the power delivery - clouds and silver linings, eh?

TECHNICAL TIP

For the two days that my main commute was off the road my Herald was pressed into service. I was lucky there, actually, as only a couple of days before I had finished some planned maintenance work on this member of my fleet. There is probably an optimum number of miles a car would like to do every year, if only you could ask it. Too few and things seize up, too many and things wear out or break. The annual mileage recorded by my 13/60 over the last few years is tending



Rosanatti Special

towards the former category. The problem I had was sticky front calipers causing the pads to remain pressing on the disc with no foot on the pedal. You can sometimes cure this just by pushing the pistons back into the caliper a few times, I've even changed a pad to one of a different thickness, not best practice engineering, I know.

There was a good chance that the piston and/or caliper internals were starting to rust but before I fork out on a new pair of calipers I thought I would try cleaning up the existing and putting on new seals. In all my many years of Herald tinkering I don't think I had ever removed the pistons from a caliper. I've heard about it being done and heard how difficult it can be to move the pistons when the caliper is disconnected from the hydraulics. I thought I'd try doing the job with the

calipers still connected. There are one or two things you need to achieve this. First is a suitable platform to rest the caliper on when it is unbolted from the upright so that the flexible pipe is not stretched. I had a little homemade stool that was the perfect height and size. Next came some serious tool making - using two bits of steel plate about 40mm by 150mm, suitably drilled to take two 75mm long setscrews I made up a sort of clamp that could be used to hold one piston in place while I used the brake pedal to push out the other. This same tool can be used to draw the cleaned-up and re-sealed piston back into the brake caliper.



I can report that this method worked splendidly. The tricky bits were getting the piston to start square when putting it back in and getting the new dust seals in place at the end. There was a fair bit of crud inside the piston housings, which I cleaned out. There was some minor surface rust on the pistons that I cleaned up with some fine emery paper. The brakes work perfectly now but only time will tell if this was just a temporary fix, I fear the cleaned-up bits of the piston surface might start to rust again. If you need to do this job on your car and you're nearer to me at Bookham than the time it would take to make your own

piston clamp, come round and borrow mine.

The other job that I've done on the car is fitted a lovely, shiny stainless steel exhaust - nice. This rush of service jobs was prompted by the looming date of the London to Brighton Run for Classic Cars, of Sunday 9 June, in which I am entered. This year I have got consecutive start times from Syon Park with another 13/60 convertible that belongs to my cousin-in-law Darren Groves. If you're on the run too or plan to spectate come and say hello. Again this year there is an event for kit cars on the same day, with a different start point but finishing up in Brighton with the classics - should be good.

You will have noticed that I have got this far (1,127 words to be precise) without mentioning club kits or specials - it's my column, I'll write what I like.

While I was racking my brain to think of what to write about this month I had the thought that it was a while since I've had news of a real Triumph special. The art of special building is almost as old as the car itself. A special is strictly a one-off car built at home by an amateur enthusiast, using parts from production cars or specially fabricated bits. Our chassis is an ideal base for such an automotive project. Now that there are less production kits around for the Herald/Spitfire chassis this is one way of producing that vehicle you always wanted, to stand out from the crowd. The three cars pictured this month are all one-offs built using Triumph mechanicals that I have written about in the past. Have you got one? Know someone who has? Send me some stuff; share these cars with the world.

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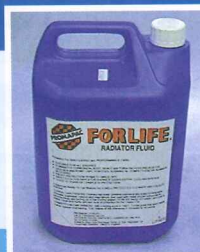
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Castle Combe-April 1st

By Andy Vowell

The second race of the TR Register/TSSC Race Championship was at Castle Combe Circuit in the west country.

Four Class C and a single Class A cars were entered. Castle Combe is an excellent track with a variety of fast and slow corners as well as a couple of challenging chicanes. Being the South Wests only race circuit and (I believe) the best in the country for spectators, a capacity crowd of thousands was in attendance, helped, I'm sure, by the high profile (and televised) TVR Tuscan series which was also racing later in the day.

Qualifying took place in the sun on a damp but drying track. As this was my home circuit I knew the way round and went for my flying laps straight out of the box (helped by being in such a stormy mood as my new starter motor seized 5mins before

the session so got a swift removal and hammering). I backed off once I thought my time as unbeatable. A classic mistake really, as the track got dryer and the lap times tumbled, Clive Gimson took the Class pole in his fuel injected GT6, followed by current championship leader John Thomason.

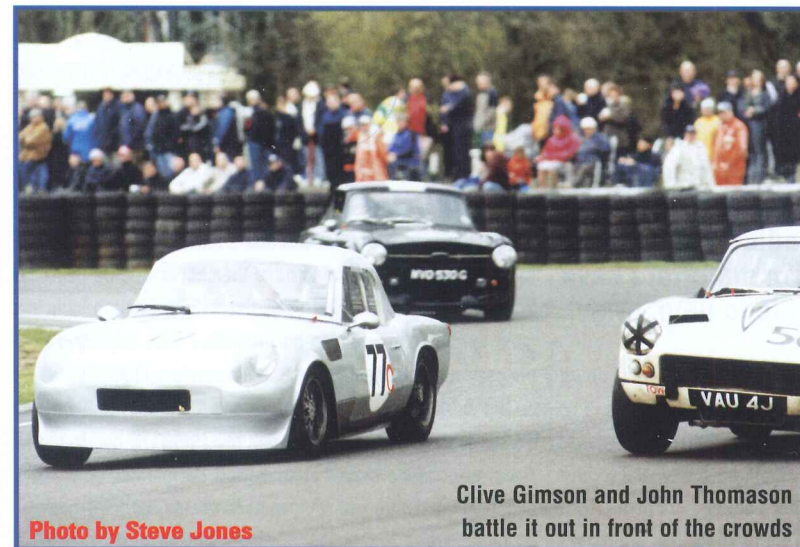
I ended up languishing in third, with Rej Jane on his first outing of a developing motorbike carburettored engine set-up, just behind.

The sun shone for the race. I had a fair start, but Clive and John had better as they leapt away from the line. However, John got caught in the first corner melee at Quarry, so faster than a speeding bullet, I slid sideways round the outside of the pack on full opposite lock and cruised into class second on the run-up to the Esses. Clive had made a clean getaway and was ahead scrapping with Dave McDonalds TR6 and Malcolm Chapman's TR7V8. Knowing that John would not be stuck in traffic for long, I set off in hot pursuit.

As the three were locked in battle and defending their lines rather than breaking away, catching them was not to much of a problem. Passing proved a little more difficult, but by tucking under the boot and slipstreaming the more powerful engined cars down the fast straight sections then leaping out



Rej Jane in the Paddock, Clive behind



Clive Gimson and John Thomason battle it out in front of the crowds

Photo by Steve Jones

under braking into the corners I managed to get by and make contact with Clive (figuratively speaking of course).

Whilst this was happening John had got back up to speed and gaining some ground but with two cars now between us I felt pretty safe. Even more so when he span off after connecting with a mystery slippery patch. No damage though, and he soon got going again.

I had a storming time getting past Clive, one of my best ever since starting racing, it took about 3 laps of really good racing with no contact, though it was often frighteningly close. At one point I was following him so close behind that when he straight-lined a chicane across the grass I found myself off road before I knew it! Having only his tail lights to guide me through all the dust thrown up. Clive covered the racing line very well keeping me locked out of any inside passage. I only managed to get past by going the long way round the outside at Camp corner onto the start/finish straight, getting a tiny advantage on exit speed onto the straight and into Quarry where Clive had to drop back to make the line.

This enabled me to pull out a small lead, and as Clive slipped back to became entangled in a battle with Malcolm's V8 I was able to properly break away. John meanwhile had fought his way back up the order and eventually caught and passed Clive. But I was way ahead by then, and backed off a little to preserve my engine, taking a leisurely final lap to the Class C victory.

Probably a small mistake as I could have done with the extra point by putting in a fastest lap, but I was happy to finish triumphant. John came in second with Clive champing at his heels close behind. Rej had retired, his new engine still requiring a little more work to sort his unique setup.

An excellent result for me, and the proper start of my championship charge, proving that my car, though experiencing some minor teething problems from winter modifications is now well on the pace.

Plus I'd won clean straight battles with much larger engined cars (a 2000i, a 2500i and a 3500) showing them the way home in front of my home crowd.

In Class A, newcomer Kevin Hadfield was the only entry and enjoyed his second ever race, taking a class win with a solid finish as he stretched out his championship lead.



Get it Registered!

By Derek Giles

As is the way at this time of year, most 13/60 owners are obviously gearing-up for the show season or at least this is the indication from the lack of material I have on file to date, (May).

TRIUMPH Herald
13/60 Register

I know IVR's slow down about now to a trickle (4 or 5 a month) and nearly none have any real fodder for the column, lots of NICE photo's and some real good cars BUT! So what can I say except PLEASE have a go and let me know as much as possible about your car. It needn't be concours just so long as you are PROUD of it ... it will make for good reading.

I have had a couple one owner cars recently notified to me by their new (2nd) carers, who hopefully will let me have some more info. in due course, plus a few which may be of interest once their history is traced. I guess I am saying, do your homework and let me share it with our other readers who I know are an appreciative bunch and always like to read of others' trials and tribulations.

Whilst still broadly on the IVR

trail, I now have some 440 cars on the Register giving a myriad of information on registration dates/Dealers/modifications and many other details that go to making up what our cars are about. I still need more so don't forget, no matter what state your car is in, **GET IT REGISTERED!**

DON'T BLINK IT IS ME

Over the next couple of months some of you may see one piloting a BOND GT4S to some of the shows. The Damson car is a replacement for my trusty/rusty 1200 Estate which has gone to someone who can do the work I have neglected over the past couple of years. The Bond which is in **GOOD NICK** will be my workhorse and keep me on the TRIUMPH trail and get a lot of work. **DON'T** worry though my 13/60 will be around as often as possible once I have sorted the paintwork. From a distance the 13/60 did look quite presentable but I became more and more aware that all was **NOT** well with my respray (done in 1995); I found there was a lot of what looked like Micro-blisters in the paint. I am not sure what caused it (moisture/silicone/wax) but the problem is between layers of paint and has proved difficult to eliminate. The bubbles are **SOFT** and can be depressed quite easily with a fingernail. When I first got the car it was Valencia Blue and had been resprayed after some repairs, I then resprayed it Burgundy after a good flat back and 10 coats of primer and 5 top coats, it took some 4 yrs to go wrong. I have now discovered the problem to be between the original Factory finish and the first respray (Valencia) so at least **MY PAINT JOB** was **NOT** at fault. **I STILL DON'T KNOW WHAT CAUSED IT THOUGH**, any suggestions would be helpful. I am in the process of doing a bare metal job on all the affected panels, (bonnet/doors/sills) should be completed by mid-May (this is written in April) ready for Stafford, if I make it. I am not sure yet as I am also contemplating a house move to Sunny **DEVON** so an I can take up another of my passions again, dinghy sailing. The 13/60 is being fitted with a tow-bar during its lay up so I can get my boat mobile again well. So if anyone fancies some sailing off

Torquay later in the year you know who to call, just be prepared to do some DIY on my house.

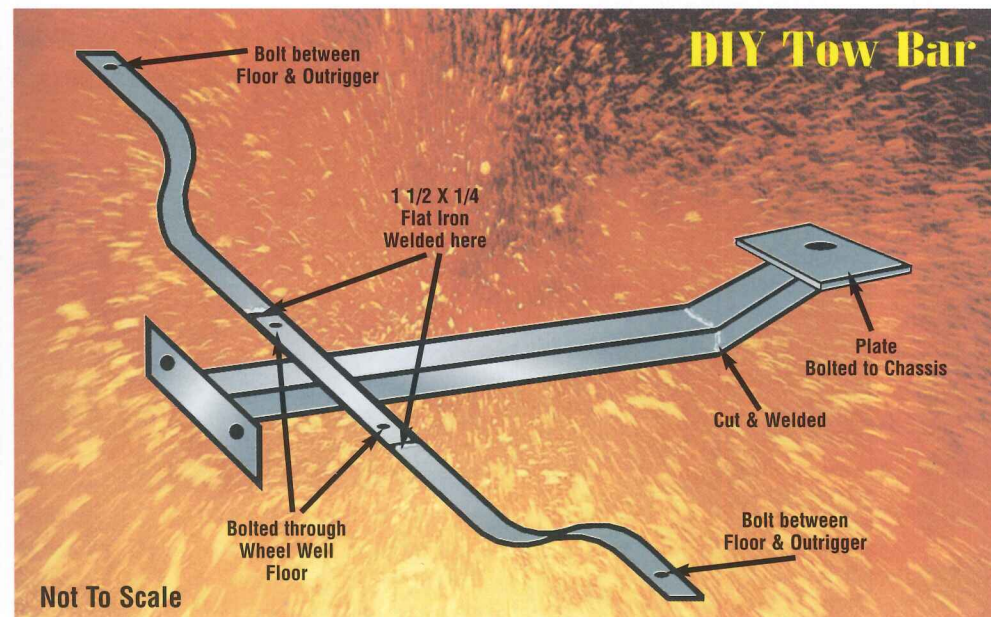
TOW BARS

Talking of tow-bars, have any of you fitted one to your car? I toyed with the usual type but found them to be rather cumbersome and **TOO HIGH/LOW** at the back of the car, perhaps due to the Swing Spring or whatever, so I made my own. I did start off with what was meant to be the correct bar but due to the size/shape of the steel it was made of I would have ended up with only 3" ground clearance below the diff, and the tow ball would have been just 10" off the ground. I worked out the existing wheel well mounting plate was in the right place and could be used as a basis for all my measurements. Measuring the centre of the car both side to side and fore and aft, I drilled two holes in the floor of the spare wheel well to hang the bar on to make all the other parts for fitting it. With these bolts for reference I made up a shaped bracket from 1.5 x .75" steel flat iron wide enough to fit under the boot floor between the floor and the outriggers using a pair of body mounting bolts to secure it. The spacer washers were removed as the .75" flat iron was the

same thickness as those fitted to my car. At the forward end of the bar about 6" from the end I cut the 1.5" square tube into a "V" and bent it up to follow the shape of the floor just behind the wheel well to line up with the bottom of the chassis. The butting faces were welded up and a plate was made to attach to the chassis under the diff. This plate was welded to the 1.5" bar and drilled to take a bolt that went through the **FULL** thickness of the chassis with washers either side to spread the load. The "V" bracket was then welded to the boot floor mounting plate drilled to match and again bolted to the floor with more washers for strength. Hey presto, a custom made tow-bar spreading the full weight of anything being towed to the chassis. **SEE SKETCH** for most details.

CHEERS for now and let's Herald In Summer.

Derek





Tech Sec Intro's

By Richard Stubbs & Clint Grimmer

As one half of the duo taking over from Carl as technical register I thought we'd begin with an introduction to our selves and give you an idea of the sort of article that we hope to run.

TSSC7 Technical Secretaries

My name is Richard Stubbs and I've been a member of the TSSC for more than ten years. After passing my driving test at nineteen, I wasted no time in rushing out to buy my first car, a Vitesse convertible, that broke down on the way home.

With many of us our obsession with old motors starts on our parents driveway, mine started there for just 14 days, after which I was ordered together with my oily, wheezing old banger to go over to my long suffering Grandmothers house. I soon sold my Vitesse and replaced it with yes an even worse Vitesse, *Photo below*, plus a Spitfire 1500 and a Ford Capri, two of which I still own. Unfortunately for Gran's neighbours my new found fascination with Triumphs soon spread to her four other lodgers and soon any sunny weekend became the ideal time to take a Triumph apart on the front lawn (*photo 2*)

After moving to my own flat, being the AO for Gatwick area presented me with plenty of willing volunteers with Triumphs requiring work, which is where I was able to hone my restoring skills. Nowadays I have a half share in a proper workshop where I can make as much noise as I like with no neighbours to disturb. I am currently re restoring my Vitesse and can usually be found buried under my own car until the early hours of the morning.

Taking over the technical register is quite a daunting prospect. Carl did such a good job and I know many of you read his articles before any others. We still hope to be able to answer any



questions that you may have (My number is on the TSSC OFFICERS page just leave a message). We also intend to run some features of a how to nature, starting with an article on electro-plating. Most of us have an idea of how chrome is applied but how about Bright Nicol, passivating, anodising or Nichol-Rhodium plating? Until next month.

Richard

I am Clint Grimmer the second half of the duo. Like Richard I bought my first car at the age of 19. Not a classic but a modern car, a 1960 Herald 948, well it was the Swinging Sixties. Being at home in Australia I soon became the laughing stock of my college mates. They all drove locally produced Ford Falcons or Hotty Holdens. There was no way I could compete with their six cylinder performance. What I could compete with was reliability. By proper attention to the mechanics the car was able to take the punishment of the Australian heat, rough roads, and interstate trips no worries.

By the late Sixties I had progressed to a tatty Mk 1 Spitfire, My girlfriend disowned me. A tidy up and a respray soon changed my image. I was now fighting off

the Shielas, (well in my mind). One day we had a flash rainstorm that brought all the Aussie cars, allergic to water in their electrics, to a grinding halt. The British cars, including my Spitfire simply drove past dozens of stranded six cylinders. So I had the last laugh..

I was a member of the Australian TSOA in the late Sixties, early Seventies. During this period there was not a nut or bolt I had not touched. Years of

boring company cars followed in this country until four years ago I bought a 1500 Spitfire. Gone is the company car and Spitty is now my every day car.

I also have a MK2 Spitfire under restoration, and yes I do admit to being an Anorak.

The Triumphs which I enjoyed as modern cars in my youth I now enjoy as Classics in middle age. (I have a Dolomite in storage for old age.) I hope I will be able to help Club Members enjoy their cars as I have mine.

Clint.

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Concours

Entries 2002

By Angela McGowan

For all those concours enthusiasts out there included in this issue is the advance entry form and rules for the competition this year. As in 2001, **ENTRY TO THE CONCOURS COMPETITION IS FREE**. The concours desk gets very busy so if you are able to enter in advance, then this would be much appreciated. Entries will, of course, be taken during Saturday and up to 10.00 a. m. on Sunday but the first thirty entries received will qualify for a free bottle of Autoglym polish so if you want to be certain of yours, then don't delay! As always, we are most grateful to all the sponsors for providing the trophies:

FOOTMAN JAMES	Car of Show
RIMMER BROTHERS LTD	Master Class
CANLEY CLASSICS	Original Herald
QUILLER TRIUMPH	Modified Herald
TRIUMPH WORLD	Original Vitesse
CHIC DOIG CLASSIC SPORTSCARS	Modified Vitesse
BELLS SILENCERS	Original Spitfire
BURLEN FUEL SYSTEMS	Modified Spitfire
QLC LTD	Original GT6
ANGLIAN TRIUMPH SERVICES	Modified GT6
HENRY BUCK	Bonds & Specials
ANGLIAN TRIUMPH SERVICES	Cruised & Used
CANLEY CLASSICS	Unrestored
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MOSS EUROPE LTD	Paintwork
NEWTON COMMERCIAL	Interior
AWARDCO GROUP	Guest
AUTOGLYM	

Our thanks for their continuing support of the TSSC concours. There will be a perpetual trophy awarded to the winner of each class to be retained for a year, a trophy to keep together with an Autoglym valet

pack. There are also runners up trophies in most classes.

Don't forget that you're always welcome to bring along any additional display material with your car such as photographs etc. It's always interesting to be able to read some background information on entrants' cars, for example, how long it has been owned (may be from new?), has it been restored, and if so, how long did it take?

Just a few notes tucked behind a windscreen wiper make for a much more interesting display of the Club's concours cars. Certainly, I would appreciate it as I didn't get chance to look around the hall until late on Sunday afternoon when most of the bonnets were closed and I suspect a fair proportion of the cars' owners were in the bar!!

I look forward to receiving loads of advance entries but in the meantime...

... GET POLISHING!

Angie

INTERNATIONAL CONCOURS ENTRY FORM 2002

ABOUT YOU

Name

Address

County

Postcode

Country

Telephone no

CONCOURS CATEGORIES

Please circle **ONLY ONE** of the appropriate categories.

Modified Herald	Original Herald
Modified Vitesse	Original Vitesse
Modified GT6	Original GT6
Modified Spitfire	Original Spitfire
Bonds & Specials	Masters Class
Cruised & Used	Interior
Paintwork	Engine bay
Unrestored	Guest Class

All entries will be considered for Paintwork, Engine Bay and Interior

Photocopies of this form are acceptable

YOUR CAR

Model & Series	
Colour	
Registration	
Total Mileage	
Annual Mileage	
MEMBERSHIP NO.	

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Telephone: 01726 883884
9:00am - 8:00pm

DEADLINE
(for postal entries)
5 July 2002



TSSC CONCOURS RULES 2002

1. All cars entering must be road legal, taxed, MOT'd and insured. All cars must be driven to and from the event. Cars that are not driven to the event will be for display only. All entrants (with the exception of the guest class) must be current members of the Triumph Sports Six Club. Anyone unable to prove their membership of the TSSC will be required to pay an additional fee of £5.00 or may enter the Guest Class.
2. The Concours Organisers' decision shall be final and no discussions on the marks awarded will be entered into. Any correspondence should be addressed to the Organisers after the event. Details in The Courier.
3. For the purposes of this competition, the following definitions will apply: Original - cars whose specification is as the cars were originally constructed. This does not mean that the original components are required, but any replacements should be of the same materials and construction as was originally used. Modified - Any car which is deemed not original by virtue of modifications not specifically excluded in Rule 4.
4. Any car will be considered modified if its specification has been changed from the original. The following exceptions will apply: radial tyres, stainless steel exhaust in the standard pattern, laminated windscreen, seat belts where these were not originally fitted. Any factory available option, correct for that model/year, copper cupro-nickel brake/clutch pipes, rear fog lamps, uprated standard configuration lighting, non-original paint materials, alarm systems. In addition, the Concours Organisers maintain the right to accept further modifications into the Original classes at their discretion.
5. For the purposes of these rules, the following will be referred to as the major classes: Original and Modified Herald, Vitesse, Spitfire, GT6, Cruised & Used and Bonds and Specials.
6. Cars entered in the Cruised and Used Class can be in original or modified specification. Cars must cover a minimum of 2,500 miles a year to be proven by MOT certificates. The winner will be excluded from entering the Cruised and Used class the following year. However, the competitor may enter the relevant Original or Modified major class or Paintwork, Interior, Engine Bay or Unrestored class during that period.
7. The judging of the Master Class will take place on the afternoon of the first day of the International Weekend and entries may be made up until judging commences.

Late entries may be accepted at the discretion of the concours organisers. Eligibility for the Master Class will comprise Car of Show and the winners of the major classes except Cruised & Used from the previous three years' competitions. Those cars must make one appearance in the Master Class to be eligible to re-enter the ordinary classes within the three years following their initial class win.

8. The Car of Show award will be selected from all classes, excluding the Guest Class. No car shall win more than one award. The hierarchy for the distribution of the awards will be as follows: Car of Show, Master Class, Major and Unrestored Classes, Paintwork, Interior and Engine Bay, Guest Class.

9. Paintwork, Interior and Engine Bay awards will be selected from all cars except those in the Guest Class. However, a car may be entered in any one of these classes specifically, allowing the entrant to concentrate their efforts on that area. Cars so entered will not be marked on any other areas.

10. Entrants shall display the class indicator, as issued by the Concours Organisers, on the windscreen of their car. Failure to do so may result in the car being incorrectly judged. The Concours Organisers cannot accept any responsibility for this occurrence.

11. The Unrestored Class will not be formally marked, but will be the selection of the award sponsor or their representative. An Unrestored car is one which has not received the benefit of restorative work. The difference between restoration and maintenance shall be the decision of the class sponsor.

12. Entry in the concours may be made in advance. Entries will close at 10.00 am on the second day of the International Weekend. Late entries may be accepted at the discretion of the Concours Organisers. For entries in the Master Class see rule 7. The order in which cars are judged will be decided by the Concours Organisers.

13. Judging will commence at 10.00 am. Cars must be available in the concours arena by 9.30 am. Once in the arena, cars may not be removed until the end of the event without the permission of the Concours Organisers.

14. Entrants may be requested to prove that the stated mileage has been covered during the preceding twelve months (to be evidenced by MOT certificates). This is mandatory if entering the Cruised & Used Class. A guest car will be any car which would qualify for membership of the TSSC or another Triumph Club.

15. Unattended cars will score nil for any element of the marking sheet to which the judge cannot gain access to mark. The completed mark sheets will remain the property of the TSSC. Copies will be available on request by post after the event from the Concours Organisers.

(April 2002)

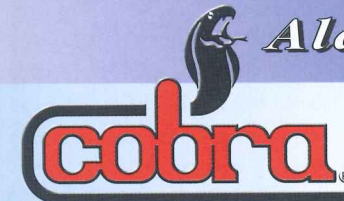
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Model Equipes

By Guy Singleton

Suzie and I have just had a lovely canal boat holiday and couldn't have been luckier with the weather.

BONDE *Equipe* Register

Two dry weeks in April with only one brief hail storm. On our trip we went to Cadbury's World, a good place for two Chocaholics!

I was quite taken with another (fibreglass?) creation, but we could not fit this "egg" on board! We also found an unusual form of "Water Herald" - this does not appear to be as adaptable as an Amphicar!!



The Water Herald

Before we left a friend mentioned "2 weeks, and no car to play with - how will you survive!" I had to give this serious thought, and remembered that about 3 years ago I had bought a white metal model Bond Equipe 2 litre Convertible kit but I had never found time to make it -

always playing with the full scale versions

The model is made by Keith Dungworth. It is modelled on his own Equipe Convertible NJA 791G, and is very detailed, including separate rear lights, bumpers, and exhaust, even down to windscreen wipers and gearstick!

The model is in the form of a white metal "body tub" with chassis, wheels etc. The body tub was painted with normal cellulose primer and paint from aerosols - Suzie found a reasonable match for Bahama Yellow (as per my convertible) in Holts "Vauxhall Mustard Yellow". Once the body tub is painted, the chrome trim



Another for the Fleet!



Large white metal and smaller resin Bond Models



White Metal Kit components

lines are cleaned back to bare metal to give a neat silver line, then the bumpers, headlight grille, petrol filler cap and wipers can be fitted. The overall effect comes out well. As you will see from the photos I have still to fit the windscreen and wipers - should be done soon, then I can include a photo of the finished model in a future article.

Keith also makes resin Equipe models as per the photo, so

as far as I am aware these are the only two model Equipes available. If you want one please contact Keith Dungworth on 0114 2746883 although he tells me that he is very busy at the moment and there will be a delay until the white metal model will be available. White metal models cost £25 and the resin models are £3.60 each.

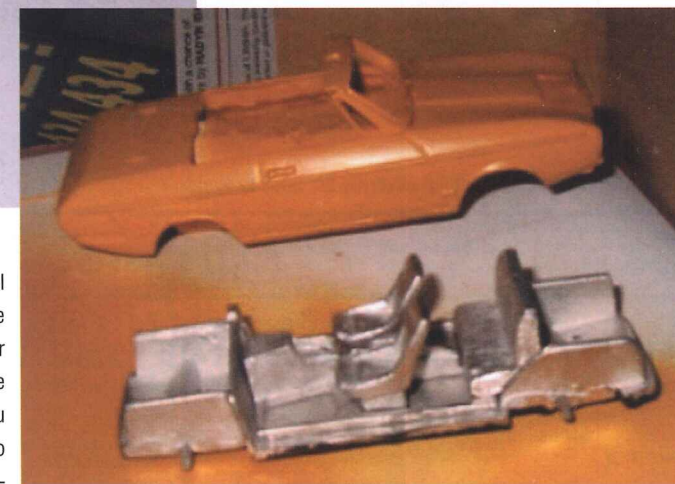
I have been asked a few times lately about

the availability of badges for our cars.

Although they are not all available I can now get the following ones made:

Bonnet GT Badge	£25.00
Equipe scroll	£ 16.00
BOND letters	£14.50

If you are interested please let me know. If I can order ten or more at a time I can get a 10% discount on these prices. If these go well I'll look into costs for producing the other badges.



Have you heard the phrase 'Do what I say, not what I do?' There are definitely times when I should follow my own advice and tackle problems as they arise, not

leaving them to get worse. For about the last two years, the solenoid in the 2-litre convertible has clicked and not connected and I have just carried on turning the key until it did make a connection. Last week I noticed that more attempts than usual were required and yesterday when a connection was finally made the engine only turned over very slowly as if the battery was flat. I then did what I should have done at least a year ago - searched my heap of spares, replaced the solenoid, and now the engine turns over

on the first attempt! - little things please little minds!

I attach minutes of the Production Development Committee for 14th February 1988. These are interesting, with reference to the special wiper arms, thoughts on free flow ventilation - a shame they never managed to get cool air into footwells on 2-litres (although time and rust has improved the ventilation on a number of cars I have seen!)

The idea of a vynide covered car is also different - (see next month's article for more details) - You will also see reference to the emerging 2 litre convertible.



Now how would you go about covering the body in vynide ?

PRODUCT DEVELOPMENT COMMITTEE

Minutes of Meeting held on Thursday, 14th FEBRUARY. 1987.

Present: R. Atkinson (Chairman), LF Austin, J. Woods, A. Pounder, G.E.N. Denton

2-LITRE G.T.

PROJECT NO TARGET DATE

- 1 PERFORATED AMBLA PVC FACIA TRIM **FEB. 1988**
A patterned AMBLA covered facia in being passed to Special Products, Standard-Triumph, for approval and thence to REMPLOY

for assessment of assembly. Assuming these problems are overcome Mr Austin will then discuss with Mr Medlock arrangements for amendment of the specification.
Mr Woods referred to the difficulty of the heated rear window switch and Mr Denton is endeavouring to obtain other samples to the one we are at present using. This switch is, of course, only for fitting in metal type dashes and therefore the thread in insufficient in length.

2-LITRE G.T.

- PROJECT NO TARGET DATE
- 2 TRIUMPH 2000 INTERIOR MIRROR AND SUN VISOR ASSEMBLY **31 DEC. 1967**
Approval has been given to the MICA sun visor and mirror assembly. Mr Austin has forwarded a drawing outlining our exact requirements to JEMCA and in now awaiting their comments regarding the supply of end mounting brackets as part of the assembly.
- 3 WIPER MOTOR, ARMS AND BLADES **MARCH, 1968**
A sample has been obtained from Joseph Lucas with matching wheel boxes. The wiper motor has been fitted on a mock-up bulkhead assembly. The wheel boxes have to be adapted following which a practical exercise of the complete system will be undertaken on Mr Pounder's car. The adoption of this system would enable us to use the heavy duty arms and blades originally supplied by S/T with an alteration to the length of the passenger side arm to the style used at present.
- 4 CENTRE ARM REST/BOX (FRONT) **FEB. 1968**
A sample unit has been fitted to Mr Gratrix' car but a further modified fibreglass arm rest has been made to facilitate easier access to the handbrake. Mr Pounder is arranging for this arm rest to be sent to H Clegg for covering.
- 5 COVERING TRIM RAILS
A sample obtained from Coventry Hood has been fitted satisfactorily, but as these items are complementary to the covered facia, the exercise will have to be concluded as a whole.
The length of the self tap fixing screws will have to be considered as those supplied by S/T do not appear to be long enough to cater for the increased overall thickness of the AMBLA and board.
- 6 PARKING LIGHTS
See Project No. 12 S/E Model.
- 7 FREE FLOW VENTILATION **APRIL 1968**
There have been no further developments apart from information received from S/T as to the design adopted on the '1300'. We will proceed along these lines in the modification of one of our 2-litre models. There does not appear to be anything in the S/T range of exterior ventilators suitable for adaptation to the 2-litre.
- 8 VYNIDE BODY COVERING
Mr Austin stated that ICI have successfully covered the 2-litre boot lid and door. Some difficulty has been experienced with the covering of the bonnet top (which was the third attempt) but it was anticipated that ICI could overcome their problems. It is hoped they will be in a position to complete the exercise by week ending 16th February, following which they will contact Mr Austin regarding collection arrangements.
- 9 STOVE ENAMELLED DOOR SILLS
These are not a production possibility and we are therefore spraying them mat black after final colour. Special colour orders for cars will be excluded from this operation unless a black sill is specifically requested.
Mr Austin submitted to the meeting a sample of mat black from Ault-Wiborg Paints Limited but Mr Woods queried its suitability for applying on cellulose. As it was possible to scratch through thin test sample to bare metal it was felt that our present system would be more satisfactory once Valentine's primer material is used. (This will replace the present Etch Primer process). The observations of Valentine's representative will have to be obtained on the test sample and he will contact either Mr Woods or Mr Atkinson.
- 10 CONVERTIBLE VERSION OF 2-LITRE **OCTOBER, 1968**
We have received a bulkhead and windscreen assembly, together with rear floor section. The windscreen assembly has been modified and is on the production line for acceptance of the rear floor section, bonnet top, doors and rear body section. In this condition it will then be passed to Mr Pounder. The balance of the material in the tentative Engineering Specification in being progressed by Mr Austin through

the Stores Department (R Hodgkinson) who has a list of the parts required.

875 THREE-WHEELER

- 11 ESTATE CAR
This item was left in abeyance.

2-LITRE G.T.

- PROJECT NO TARGET DATE
- 12 S/E MODEL
(a) Phillips radio and tape player. Tentative price obtained.
(b) Bonnet locks. Sample and price obtained.
(c) Cigar lighter and Plug (Casco-Tex Magnatex Lighters). Sample and price obtained.
(d) Parking Light. Tentative price obtained.
(e) Wire Wheels. Sample and price obtained.
(f) Black PVC External Roof Trim. Sample and price obtained.
(g) Heated Rear Window. Sample and price obtained.
(h) Boot Light. Sample and price obtained.
(i) 'K' Model SELMAR Burglar Alarm Kit with Personal Key Switch - sample and price obtained.
(j) Rear Sect Centre Armrest and mod. seat back. Sample and price obtained.
(k) Wheel Arch Armrest (STI). Sample and price obtained.
(l) Reclining Front Seats. Being developed by Coventry Hood but RESTALL price obtained.
(m) Courtesy light in roof (STI) 1300. Price obtained. Sample to be obtained.
(n) Overdrive. Sample and price obtained.
(o) Coloured Headlining.
(NOTE:- The acceptance of this would appear to revolve around the minimum quantity ICI can supply and Mr Austin advised this would be 300 yards. Any deviation from the basic White to another specific colour might intimate that various colours are available.)
(p) Improved Draught Excluders. Samples obtained.
(NOTE:- Whilst these have been fitted there is some concern regarding the fixing of the actual alligator clip to the fibreglass as it is only intended for fixing to metal flanges. The original clip suits both fibreglass and metal. Mr Austin will obtain 3 sample sets i.e. rear quarter lights and door apertures which can be fitted to staff cars for assessment.)
(q) Crash Flash Hazard Warning System. Sample and price obtained.
(r) Chrome letters "S/E". Sample and price obtained.
(a) Alternative Horn.
(NOTE:- STI suggested that a relay in the system would make some improvement and a sample has been obtained. Mr Woods advises, however, that if this is adaptable a wiring loom alteration would be necessary.)

MKII 2-LITRE

- 15 In abeyance for time being.

EQUIPE DEVELOPMENT BASED ON TRIUMPH 2000 SALOON

- 16 In abeyance for time being.

2-LITRE GT

- 17 DOOR WINDOW CHANNEL ASSEMBLY R/H & L/H
Mr Austin has submitted a drawing of a S/T channel assembly modified to suit our own particular requirements to Silent Channels Ltd., and we are at present awaiting their observations and price quotation.
- 18 TRIUMPH 13/60 FACIA PANEL
This panel was considered in the light of United States Federal Regulations possibly being adopted in this country and after examination of a Triumph 13/60 the panel in question did not appear to meet the Federal specification in any way as it was devoid of padding and had protruding switches. The matter was therefore left in abeyance.
- 19 QUARTZ IODIZED HEADLAMP BULBS
As the improvement obtained with iodized bulbs on main beam is not complementary on the dip beam, this type of bulb would be unsuitable for our use.

MARCH 1968NCT: 22nd February., 1968.



Bad Vibrations

By Mac Reynolds

Hi! ...I don't believe it !!
here I am back in the
local library !!



Our laptop has gone corrupt on me or some such thing, sounds like a bad

tional ramblings and seeing his wonderful Vitesse... maybe a visit is due sometime Leon!! Thanks to Julian Crinall for letting me borrow his very precious SAH catalogue for the Vitesse, I have a Herald one that I actually sent for myself around 1970... they make very interesting reading...Welcome indeed to our new technical secretaries Richard Stubbs and Clint Grimmer... and a new Spitfire secretary Suzie Hunneybell... best of luck to you all... may your postbags be little ones!! thanks to Suzie for sending me these next Vitesse photos... Excellent !



Vitesse's' at Shoreham Show

back to me... some sort of a disc problem!... oh well as least it gets me out of the house (it is raining rather a tad today so the timing was good if nothing else)... makes me long to be in a warm country again... (maybe a couple of photos from Venezuela next month) A few good wishes to start off the register... a belated Bon Voyage to Leon, who is well settled in the USA by now, I for one will miss his interna-

Onto a John Kipping... question and answer (this should have had a photo of UPA 200, but due to technology getting the better of me I have failed to get it to download... so maybe in a future register!) I will keep some info to accompany the photo... basically the Question comes from Chris Mills who now owns UPA 200... *"Since I bought her she has had a conversion to Overdrive and the back suspension rebuilt, and this is where the problem started. The gearbox, overdrive were put in first, a reverberation appeared !! at around 50mph. she then had the propshaft replaced on advice from the propshaft clinic in Bradford, as the one supplied with the conversion kit was dubious, the reverberation reduced but then returned.*

Then the rototflex, uj's diff oil seal and bearing and rear hub bearings were replaced by Canley Classics. The reverberation



Back of Vitesse's at Shoreham Show

was better but got worse again progressively.

The reverberation gets worse with time, it starts being noticeable at 45 and then gets worse at around 55mph then the engine noise and wind reduce the audibility, it seems to get a little worse when the car warms up on a run, it is noticeable that when at 60+ on removing your foot from the accelerator there is an increase in the reverberation. it is not in the steering, there is no judder in the steering wheel and the tracking has been checked..." Chris ends his letter with the plea... "Any ideas? Anybody who might have any?"... so I passed it onto Guru... John Kipping (our NZ Consultant)... his reply was this "Chris, I would place money on your problem being propshaft related, but it depends on which type of overdrive is fitted.

Original D type (solenoid on RHS)

related to road speed and nothing to do with engine speed)

It is possible that either the flange on the rear of the overdrive or the flange on the diff is running out of true (which effectively gives a vibrating prop), but the usual cause of your problem is simply the prop itself. First check that the uj's are in line with each other (ie, they must be in the same orientation to each other) if they aren't then the people doing the prop don't know what they are doing. Next is there any play in the sliding joint? and finally were both uj's new and are they both free of 'tight spots'? the actual balance of the prop you can't check, but I have known new props to be out as the limits are critical on a Vitesse

The rear suspension itself can't cause vibration as nothing is turning fast enough, critical vibration rpm is 3000 which is why it comes in at 45-50 mph. After checking that nothing is catching on the chassis from the overdrive, it would be easiest to order a new prop from Canley Classics... don't assume that the existing prop is ok just because it has been worked on "

This was the Q & A that I intended to use a while ago hoping to have a conclusion... but nothing heard yet from Chris regarding UPA's Vibration problems... let us know when you do get it sorted Chris... we all need to know now !!

Another request received recently was from Bill Davies our Herald 948/1200 Register sec but this time under his guise as Rarebits4classics Bill is wanting to reproduce the early Vitesse chassis plate (used through 1962-63) this is the one with the wording **"TRIUMPH VITESSE Type"**... Bill wrote to ask if I knew of a member who had one, and who would be willing to lend it to him? so if anyone has such a chassis plate and is willing to help a good cause... contact Bill... his phone number and e-mail address are at the back of the Courier ...see illustration (from page 111 of Mike Costigan's book Complete guide to the Triumph Herald and Vitesse) which is printed overpage.

can vibrate when in overdrive but are usually fine out of overdrive. J type (solenoid on LHS) are a very tight fit and it is very easy to end up with something touching onto the chassis. (all this is assuming that the vibration is

TRIUMPH Vitesse Register



Strange as coincidence would have it... I had a member ask if the chassis plates were still available (for a later Vitesse) which they certainly are, a company called "Classic Reproductions" which has been owned and run by Trevor Scott-Worthington phone 02476 694019 for a catalogue (there is a £2 charge) which contains a vast amount of decals and chassis plates... including for our cars, as well as the chassis plates, the Herald/Vitesse petrol tank reserve sticker, and the indicator stalk decals... all good stuff for that detailed re-build... or just attention to detail tidiness... Trevor interestingly was an apprentice with the Standard Motor Company, he did indeed work at Coventry and built some of the first Heralds... so he is genuinely interested in assisting in any way he can... amazing who you get to chat to... it is a small world!

And..Yes. ...another installment of our window fitting (*will we ever get to the end ?*) this month FRAME 32 (page 33) Fitting the ventilator frame assembly .

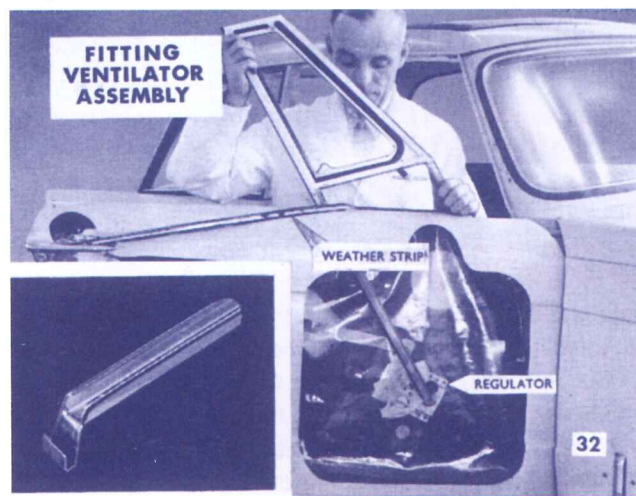
Last but not least a big thank you to Graham Main the Vitesse register secretary in "The Auckland Triumph Car Club" for continuing to send me their "Triumph Torque" magazine... I

Can anyone lend Bill this plate?

love it when I see that NZ stamp especially when we have been there and met all the good people mentioned in the magazine... thanks Graham! impressed by the posh printed envelopes... Finally a thought from our neighbours granddaughter, she is eight years old and normally pops in to reclaim next doors cat who thinks it lives with us!... anyway she bought some crayons with her and was doing a spot of drawing whilst Sue and myself were preparing our evening meal, she got us to help and then got us to sign our contributions... when I asked her what she was doing (meaning what picture are you drawing ?) she replied... "I'm making a memory!" then said by getting us to sign them she would always remember when we helped her... I thought that was lovely, very sweet... only the innocence of a child could come out with something like that... isn't it a shame we have to grow up and become adults !

ThanksTake Care....Cheers

Mac



FRAME 32

FITTING VENTILATOR FRAME ASSEMBLY

1. Attach the exterior weather strip with clips using the special tool shown
2. Insert the ventilator frame assembly and loosely attach with bolts to the inner panel
3. Attach remaining clips to weather strip

PsOff to France for 10 days May 27th -June 6th ...will we see any Vitesse I wonder ??



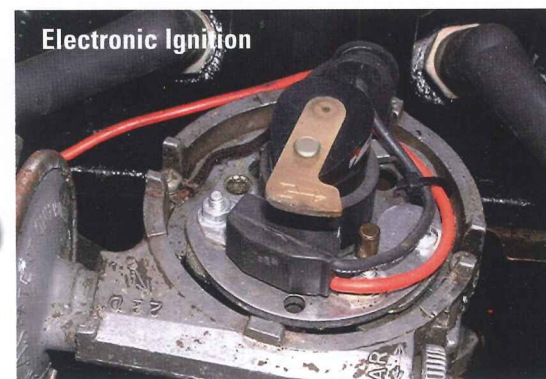
That was the...

By Colin Lindsay

Hi all, and Greetings from Northern Ireland!

If this is June - and I hope it is - I think I last had time to stop and look round was in March but they do tell me that April was very nice - then do you realise that I've now been writing this column for a year? It seems like a short year, but when I look back at the photo

Sure you'd never carry a couple of bastes in thon Yoke); and of course the barbecues, autojumbles and tulip rallies in almost every corner of the country. Even totting up the garage work alone, SAL has benefited from an unleaded head, new carbs, a tubular manifold and stainless exhausts, an overdrive gearbox, burr walnut dash and centre console and new carpets! If you add the work carried out in my first year of ownership - this has been the



album and remember all the shows SAL and I went to, Foot and Mouth notwithstanding - Stafford and our own Kilbroney to name but two; the myriads of small local shows dominated with vintage tractors and static engines (a GT what?

second - such as Spax shocks, new springs including rear spring conversion, stainless brake hoses, electronic ignition, spin-on oil filter with oil cooler and THEN add the miscellaneous small parts and service items, it's really no surprise that I hide the Visa bill when it arrives ... and c'mere, there's more: bodywork tidy-up notwithstanding, I still need to fit the alternator and some

decent headlights! Last month's article carried a photo of the alternator mounting and extension bracket; this month I'll stop fooling around and show you the correct GT6 bracket which I had completely forgotten in the dusty

depths of my sand-blasting cabinet. It really does need this length to keep the unit down below the line of the bonnet and is much tidier than



GT6 Alternator Bracket

linking two brackets together as I had origi-

Year that was...

nally intended to do using the other one in the picture ... I'm also still unhappy with the ignition timing and the output of the coil, since SAL has a tendency to labour going uphill and I don't believe that fuel is being burnt as efficiently as it should be. We already have electronic ignition (I've fitted the Aldon Ignitor unit which retains the original look of the car - see how neatly it fits inside the distributor cap; the magnetic collar under the rotor arm times the spark) but included in a consignment of second-hand parts which I received recently was a copy of The Courier from February 1998 in which Lewis Barton advocates the use of a high-output coil such as the Aldon flame-thrower to increase electrical output. I remember recounting how my coil exploded on a run last year and the current replacement appears to be leaking oil already, so this might be down to its' inability to supply the higher output which the electronic ignition requires. I might just try a high output coil to see how SAL performs. Those of you retaining original points should try Mini Cooper points which were originally designed for fast usage and having a heavier spring are less inclined to bounce at speed. I've

received an IVR form from Simon Allen of Market Harborough who has just purchased his first GT6, a blue MkIII with one lady owner from when it was first registered in April 1973. Simon bought his first Triumph, a Toledo registered FJU 426L, nearly 20 years



Simon Allen's GT6 MkIII

ago and quickly followed it up with two Spitfires, a damson MkIV, DNV 438K and a yellow 1500, TNV 441N. My own first encounter with Triumphs was my father's Toledo in the mid-seventies but how many of them do you see today, even at shows? After a marriage, three kids and a round the world tour, Simon rediscovered his desire for a GT6 - which he had always wanted when younger but **'couldn't afford the insurance'** - but this time joined the TSSC and perused the small ads. After a trip to West Bromwich to inspect a MkIII, fully restored in 1996 - allegedly - but now full of

rust, looking tatty and neglected, and sounding loud and rough, he came away knowing what not to buy ...!! Another excursion through The Courier small ads led him to Grantham in pursuit of BCT 512L, a blue MkIII owned by a lady called Grace Carter. Do first impressions really count? Simon reckons so and the immaculate bungalow set in manicured, formal gardens pointed to a

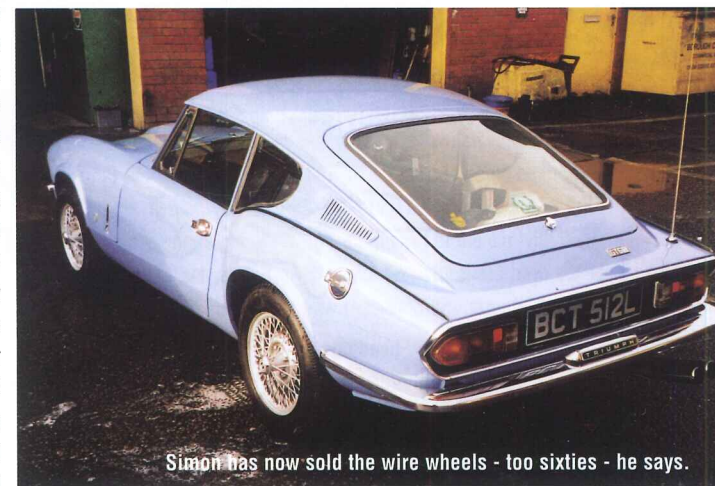
careful GT6 owner. The double garage with electric doors and central heating confirmed it! Originally white, BCT was excellent with all the original panel work, very good interior and 26,152 miles on the clock. The service history, stamped to 25,000 miles, showed the car as having been serviced at the correct intervals and indeed every year at North Road Garage, Grantham. Wire wheels were a dealer fitted accessory and the car was Ziebarted from new with added Waxoyl keeping the 'tin worm' at bay over the years. Grace informed Simon that only three weeks before, Rimmer Brothers had fitted a new servo and brake pipes! A GT6 in this condition was slightly over Simon's budget but just before walking sadly away he noticed rust under the rear quarter; a close inspection revealed rust in the wheel arch and a hole under the rear bumper. At last, thought

Simon - a bargaining point! Grace accepted his offer and the car was collected the next weekend, with the keys still on the original Dealer key fobs! Once home, an inspection revealed rust in the area of the rear lower seams which Simon reckons would never have happened if the car had been fitted with rear mud flaps! The only thing to do is to repair the car properly so at the moment BCT is receiving two new Heritage rear wings, sills and a full respray in French blue two pack; the rear view shows the latest stage of reassembly. The two photos really are before and after; just look at those panel gaps now what you can't see is all the work done behind the scenes, with fitment of inertia reel seat belts, steam cleaning and tidying here and there and even fitting a CD player - this

car never even had a radio from new! Simon has now sold the wire wheels - too sixties (he says) - new period number plates and rear view mirrors which I agree you really can't do without. John and Mark at Simon's local garage, Douglas Motors, have proved superbly helpful in keeping BCT at her high standard; John reckons it is by far the best GT6 he has ever seen. Of course the car has paid a few visits to TSSC HQ, being only two miles away, and Simon sends his thanks to Bill Sunderland and John Muggleton for their help and advice. Simon hopes that this article will be his 15 minutes of fame; I reckon a car as good as this deserves a lot longer so keep your eye out for it (maybe at Stafford, Simon?) and see for yourselves if the photo really does it justice.

On the subject of Simon's GT6 and the refitment of the original wheels, chromed wheel centres appear to be becoming almost extinct. I bought a few second hand for my MkIII and they were woeful. Has any dealer still got a carefully hoarded supply of good ones, or is there any interest in having some remade? Let me know

who has the tooling and either the capability, or the desire, to run off some more, plus your experiences, and advice, on re-chroming. I'm going to leave you this month with two items - firstly, if films like 'Paper Tiger' feature a Herald, TV series like 'The Sweeney' and 'Heartbeat' are full of them; Disney's 'The Love Bug' has a silver Spitfire - what films or TV programmes have ever featured a GT6? The only one I have ever seen is in 'A Fish called Wanda' - in one of the outdoor sequences when John Cleese crosses the road outside the courthouse, the rear end of a red MkIII is clearly visible parked at the roadside opposite. Have any others ever made it to the screen, either big or small? Write, phone or e-mail and let us know! Finally - I've long been lamenting the loss of some of the more interesting products from the Club Offers; when I commenced membership of the TSSC you could buy Mig welders, compressors and all sorts of hands-on tools which seem to have all but disappeared amid a welter of T-shirts and baseball hats, however - I don't know if I have reached the



Simon has now sold the wire wheels - too sixties - he says.

heights or the depths with this sterling offer featured in Courier number 150 from December 1992: 'Pure silk boxer shorts embroidered with Triumph' - The mind really does boggle. In the first place, how could you tell anyone you were wearing them?? Maybe they could tell already, as they were reputedly available in 'Wigwam silk !!' Sadly, and in keeping with the entire advertisement, the ad actually states: "embroidered with Triumph"... A genuine b**** up? See you next month!!

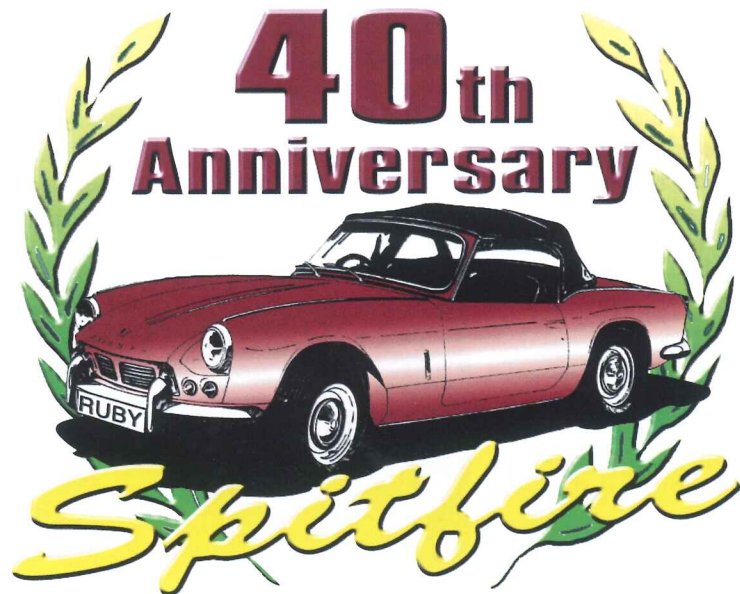


Colin



A Stitch in Time?

By John Thomason



No heading photo this month I am afraid as no one has sent any in!! The summer months are on there way now and so as the cars start to come out after there winter hibernation, there should be plenty of opportunities to take a few snaps of your pride and joy. Don't forget that this year marks the 40th anniversary of the birth of the Spitfire, so lets have plenty in to mark the occasion.

A stitch in time ?

Tim Everitt from Colchester has written in with a letter that raises a few interesting points of note.

Firstly, engine problems that started to appear as excessive oil consumption

whilst running in his rebuilt engine. The oil and oil filter were changed and the problem went away for a while. However after a couple of hundred miles it started to use oil again, about 1 litre every 100 miles! Oil and filter were changed again. Problem solved, then soon reappeared.! Oil seals were fitted to the valve guides – no change. In desperation the sump was dropped, the head removed and the pistons pulled out to see if the piston rings were broken. They were not, but were completely worn out after only about 1,000 miles. The rings were replaced and problem solved or so he thought – unfortunately not.

At about this time, Tim started to get a tappety noise from the top of the engine and so replaced the entire rocker gear hoping this would solve the problems. It didn't solve the oil burning or the noise problem. After listening more closely to the

noise revealed that it was coming from a little lower down engine and so the head was taken off again and the cam and followers were removed. "What a horrible sight". The cam was completely worn out, whilst one of the cam followers (which had been making the noise) had broken up and also worn its bore in the block oval ! Closer inspection revealed that the crank was also in a terrible state of wear. So what had caused the rings, tappets, cam and crank to wear so excessively on a 1,000 mile old new engine ?

Any ideas yet?

When the engine had first been rebuilt, Tim had had problems getting the carbs set up. Returning to the carbs now, Tim found that at low speeds that the mixture was more or less perfect but at higher revs the mixture was far too rich. The excess petrol was washing the oil of the cylinder bores, wearing out the rings and bores. It was then mixing with the oil in the sump and thinning it. The thinned oil was then accelerating the wear on every component in the engine through lack of lubrication!! A different set of needles in the carbs solved the problem at a cost of about £10 but Tim's beautiful new engine is now on its last legs after only 2,500 miles.!!

As Tim says "You live and learn, and some times the lessons come quite expensive !" I should think that quite a bit of frustration and heartache was involved as well. However passing on Tim's experiences may hopefully help another member avoid such costly problems – the purpose of the TSSC and Courier after all !

Taking the subject on a little further, there appears to be a growing trend towards adding a few performance goodies to our cars – maybe our insatiable desire to tinker with our cars needs satisfying. Having restored and retimed the car we are now looking for something else to do to it !! Any way, there are plenty of items around, whether they be exhaust manifolds, K@N filters, different cams or different carbs etc to satisfy ones needs. However with above lesson ringing in our ears, I wonder how many bolt these goodies on and get the engine retuned? Apart from running the risk of incurring

problems such as Tim's, there's a good chance that you're not exactly getting the most out of your performance goodie !

Really there is only one sure way of ensuring that your engine, be it standard or "tuned", is running correctly and that is to put it on a rolling road. Checking the engine under load on a rolling road will show up any deficiencies that you may never find by revving the engine on the drive – in particular the ignition system which only tends to break down under load.

For some reason people seem to have a fear of rolling roads, believing that they are reserved for performance junkies and that you have to have lots of power. Not so. They are not as expensive as every one believes either—about £50 and hour, which is more than long enough to check out an engine and could be money well spent. It's not all about bhp either – you never know you may get a few more mpg out of the car with it set up properly.!!

Tim also raises a point that I have advocated for some time now regarding tyre size. In Tim's words, "The old 175/70 tyres have been replaced with a set of 165/70s and the difference in steering weight at low speeds has to be experienced to be believed. It almost a joy to park now. This must also be a huge plus point for the longevity of the steering components. So far as I can tell, the handling and road holding are absolutely no different than with the wider tyres."

A final point from Tim regards the colour of his car. A 1977 Spitfire, the car carries the colour code CAD, Flamenco Red. The car has not been repainted. I have no records of Flamenco red, a red very similar to Vermillion, being available for the Spitfire.

Was the commission plate accidentally stamped Flamenco instead of Vermillion, the two colours being so similar, or were a batch of Spitfires painted Flamenco at the same time as another batch of other cars (2000s, or other BL car) were going through the paint shop. Any ideas??



Gold, Sapphire & Coral.

By Bill Davies

Each time I feature a 12/50 I feel obliged to comment how few of these once plentiful Heralds we get to see on the road.

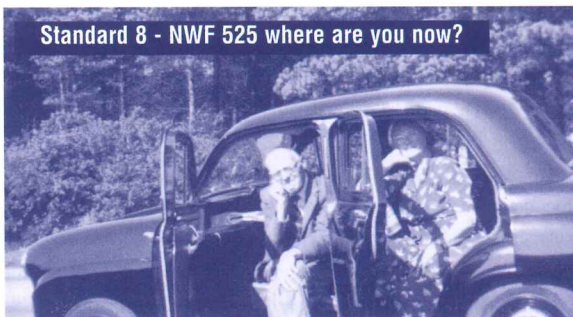
TRIUMPH Herald
 948, 1200 & 1250 Register

My wife has often joked that there must be more 12/50 badges than there ever were cars as every autojumble stand seems to have half a dozen of them in a cardboard box! One 12/50 which is still in the safe keeping of it's original owner is ABT 264 B. Bought as a replacement for her Standard 8, Mary Simpson of Bridlington has

seen her 12/50 through a full rebuild in the 1990s. I'll let Mary continue:

"It must have been 1999 when I got 'The Garage' to find the numbers for the IVR form. As it happens the year of 1999 was a year of celebrations for me. Firstly, Gold - 50 years holding a driving licence - and without hitting anyone! A few have tried to hit me but thankfully missed.

Standard 8 - NWF 525 where are you now?



Secondly, Sapphire - 45 years with Standard -Triumph. In 1954 I needed a small runabout so I chose the smartest 8 horse, a new shiny black deluxe Standard 8. I bought the first of that model to be sold in my town. Small though it



ABT 264 B - Mary Simpson's 12/50, owned from new

was, I was able to take my parents all around the country. The "inside" boot was most handy for picnics.

Thirdly, Coral - the 35th birthday of my Herald. In 1964, although the Standard was not worn out, I was attracted to the Heralds. Who wouldn't be? I selected a new two-tone blue 12/50, again the first of that exact type to be sold in my town. So comfortable, so manoeuvrable, a delight to drive. I like fresh air but without the hassle of ups & downs of a hood. The sunshine roof was perfection. And oh such a smart radiator grille.

Thirty years later - rusty edges showed. I couldn't do anything myself, an elderly cripple who doesn't know the difference between a dynamo and a differential. I could NOT let the car rot, so for it's 30th birthday present I treated it to a special visit to "The Garage".

Soon came a 'phone call, "are you sitting down? We have a photograph to show you!" Horrors!! Where's my car? In garage terms "to make a proper job of it", they had stripped it to the chassis, photographing each stage & where replacement for lower panels were needed, pricing them from Specialists. Put together with new pieces &

cried "Whoopie! At last we exist" and looked eagerly every month - in vain. The 12/50 is not a version of the 1200. Mr Graham Robson wrote, "this car does not have three versions (Estate, Saloon, Convertible) like the 1200. All models are Saloon with sunshine roof." And the club's own handbook lists them separately."

Thank you to Mary for that. While it's true that the 12/50 was essentially produced as a Saloon for the UK market, we mustn't forget the 12/50 Coupes produced in Australia. I have also been told of a small batch of 12/50 badged Convertibles produced at the Canley factory, though I have no hard information on these cars. Maybe there's a survivor out there somewhere - anyone know?

The rolling Chassis - anyone seen my bodyshell?



a respray - WOW! As good as the day she was "born".

From time to time authors of the Herald Register complain they don't hear much about 12/50s. Perhaps that is not surprising as their existence is not recognised in the Courier contents list. Just once in eight years they were itemed "Herald 948, 1200 & 12/50 Register". I

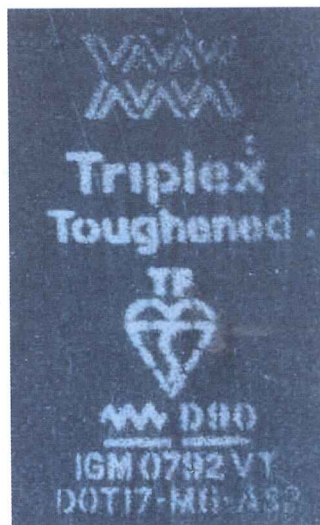
Dating Glass

All of the glass originally fitted to our cars would have been etched with the familiar **TRIPLEX TOUGHENED** logo, or in some cases, **TRIPLEX LAMINATED**. Clean the

glass well and take a good look at that logo. You'll see that there are some dots above and below some of



Early Type Triplex Logo from February 1964



Late Type Triplex Logo from December 1970

the characters. Many people don't realise that these dots can tell us when the glass was manufactured, usually a few months ahead of the vehicle in the case of most Heralds.

The month of manufacture is coded as a series of dots above the characters in the word TRIPLEX. These are best shown in this table:

January	•							
February		•						
March			•					
April				•				
May	••							
June	••	•						
July	••						•	
August	••							•
September	•							••
October		•						••
November							•	••
December								••
	T	R	I	P	L	E	X	

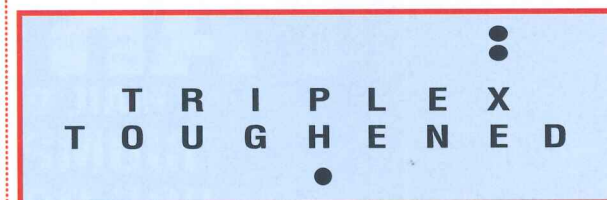
To determine the year of manufacture, look for a dot below one of the characters in the word TOUGHENED.

	T	L	O	A	U	M	G	I	H	N	E	A	N	T	E	E	D	D
1958																		
1959																		
1960																		
1961																		
1962																		
1963																		
1964																		
1965																		
1966																		
1967																		
1968																		
1969																		
1970																		
1971																		
	T	L	O	A	U	M	G	I	H	N	E	A	N	T	E	E	D	D

As there are 9 characters, this is fairly straightforward - a year ending with a 1 was recorded by a dot below the T, while a year ending in a 2 had a dot below the O. Years ending in zero were sometimes recorded by a dot displaced to the right of the last character, but sometimes there is no dot.

The decade is not recorded on the glass, but a helpful clue is the change in format of the TRIPLEX logo. Most Heralds built in the 1950s and 1960s will have the circular logo with a kitemark beneath. By 1970 this had changed to a logo spread over 2 horizontal lines with several lines of data below the STANDARDS kitemark.

As an example, a windscreen produced in October 1965 would have the following date codes:



These date codes can be a very useful indicator to a car's originality, but there is one anomaly I have found. I have examined several 1963 and 1964 built Coupes with rear screens dating from 1961. This is not altogether surprising as very few 1200 Coupes were built compared to the 948 versions, so stocks of the unique rear screen were probably held well in advance of actual production.

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GUIDES	£1.50	£2.35	£1.50	£1.50
CRANK SPKT	£19.95	£19.95	£19.95	£19.95
CAM SPKT	£19.95	£19.95	£19.95	£19.95
RING GEAR	£19.95	£19.95	£19.95	£19.95
PISTON SET	£85.00	£125.00	£90.00	£125.00
TIMING CH	£3.45	£3.45	£3.45	£3.45
WATER PUMP	£31.50	£31.50	£31.50	£31.50
FEUL PUMP	£12.95	£12.95	£12.95	£12.95

CLUTCH COMPONENTS

	HERALD	VITESSE	SPITFIRE	GT6
CL. COVER	£65.00	£35.25	£35.25	£35.25
CL. PLATE	£30.00	£30.00	£30.00	£30.00
R. BEARING	£11.75	£11.75	£11.75	£11.75
COMP KIT	£64.75	£72.50	£72.50	£72.50
QH CLUTCH	£65.00	£65.00	£65.00	£65.00
MASTER CYL	£5.50	£5.50	£5.50	£5.50
REP KIT	£39.50	£34.00	£39.50	£34.00
SLAVE CYL	£3.45	£4.50	£3.45	£4.50

ELECTRICAL

	HERALD	VITESSE	SPITFIRE	GT6
OIL PRES SW	£4.49	£4.49	£4.49	£4.49
THERMO. 72°	£2.35	£2.35	£2.35	£2.35
Br LIGHT SW	£4.49	£4.49	£4.49	£4.49
STARTER MTR*	£23.50	£23.50	£23.50	£23.50
DYNAMO*	£30.00	£30.00	£30.00	£30.00
HEADLAMP	£9.25	£9.25	£9.25	£9.25
INDICATOR SW	£29.95	£29.95	£29.95	£29.95
KEN L. FAN	£81.75	£89.95	£89.95	£89.95
LUMINATION	£69.95	£69.95	£69.95	£69.95

SUSPENSION & STEERING

	HERALD	VITESSE	SPITFIRE	GT6
SHCK ABS F	£14.95	£14.95	£14.95	£14.95
SHCK ABS R	£14.95	£14.95	£14.95	£14.95
KONI F	£58.75	£58.75	£58.75	£58.75
KONI R	£50.00	£50.00	£50.00	£50.00
VERTICAL LINK	£54.00	£54.00	£54.00	£54.00
SPRING	£12.95	£11.95	£11.95	£11.95
SPRING	£23.50	£23.50	£23.50	£23.50
STUB AXLE	£13.70	£13.70	£13.70	£13.70
TRUNNION	£7.50	£7.50	£7.50	£7.50
BALL JOINT	£32.50	£32.50	£32.50	£32.50
LOWER ARM	£15.99	£15.99	£15.99	£15.99
ARB LINK	£5.95	£5.95	£5.95	£5.95
TRACK RD END	£4.15	£4.15	£4.15	£4.15
STRK GAITER	£37.50	£37.50	£37.50	£37.50
STEERING RKT*				

BRAKES

	HERALD
DISCS	£12.95
DRUMS R	£32.50
PADS EARLY	£9.95
LATE	£6.95
SHOES	£9.95
FR HOSE	£7.95
PAIR S/S	£19.95
RR HOSE	£7.75
WH CYLINDER	£7.50
MASTER CYL	£49.95
MASTER CYL	£72.50
REP KIT	£3.50
CALIPERS*	£51.70
CALIPERS*ITE	£44.95
CALIP PIST	£8.75

VITESSE

	VITESSE
DISCS	£12.95
DRUMS R	£20.25
PADS EARLY	£9.95
LATE	£9.95
SHOES	£9.95
FR HOSE	£7.95
PAIR S/S	£19.95
RR HOSE	£7.50
WH CYLINDER	£7.50
MASTER CYL	£49.95
MASTER CYL	£72.50
REP KIT	£3.50
CALIPERS*	£51.70
CALIPERS*ITE	£44.95
CALIP PIST	£8.75

SPITFIRE

	SPITFIRE
DISCS	£12.95
DRUMS R	£32.50
DRUMS NSA	£29.50
PADS EARLY	£9.95
LATE	£6.95
SHOES	£9.95
FR HOSE	£7.95
PAIR S/S	£19.95
RR HOSE	£7.50
WH CYLINDER	£7.50
MASTER CYL	£49.95
MASTER CYL	£72.50
REP KIT	£3.50
CALIPERS*H	£51.70
CALIPERS*H-15	£44.95
CALIP PISTH-15	£8.75

GT6

	GT6
DISCS	£12.95
DRUMS NSA	£20.25
PADS EARLY	£9.95
LATE	£6.95
SHOES NRT	£9.95
SHOES RT	£9.95
FR HOSE	£7.95
PAIR S/S	£19.95
RR HOSE	£7.50
WH CYLINDER	£7.50
MASTER CYL	£49.95
MASTER CYL	£72.50
REP KIT	£3.50
CALIPERS*IMP	£51.70
CALIPERS*METAL	£44.95
CALIP PIST	£8.75

HOODS & TRIM

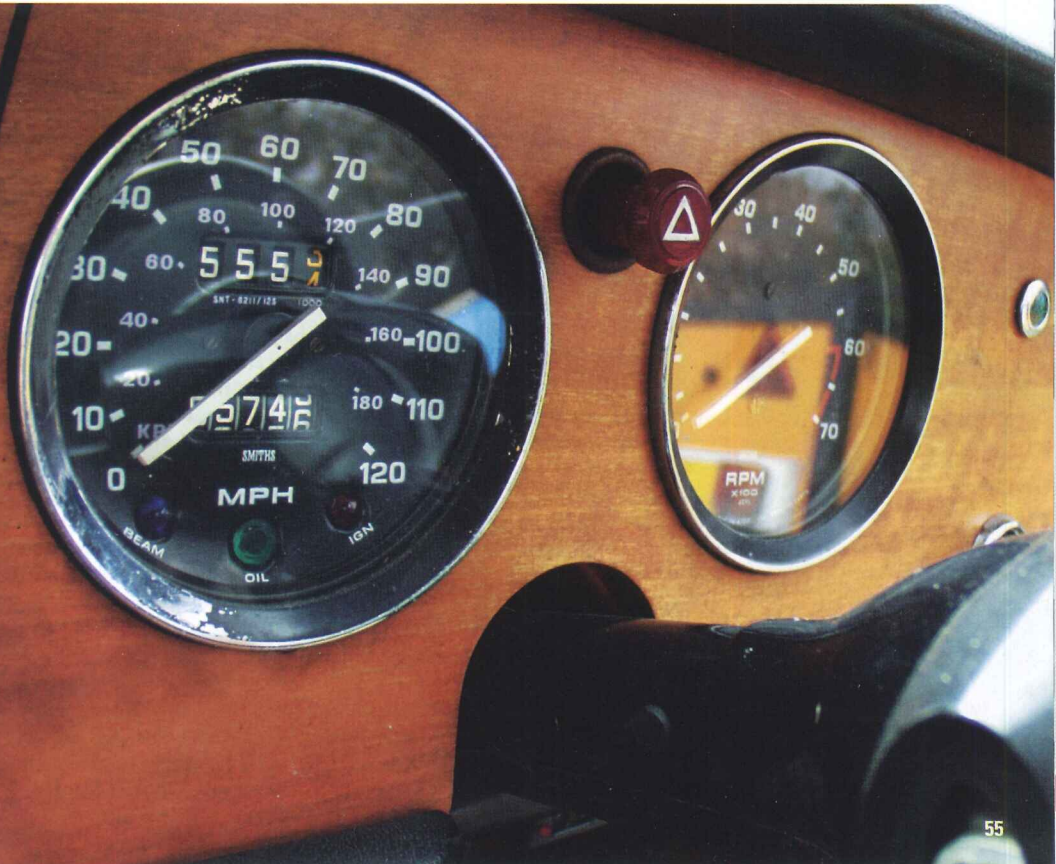
	HERALD
HOOD	£95.00
TONNEAU	£82.25
SEAT COVERS ^{FR}	£159.00
CARPET SETS ^{FR}	£135.00
	VITESSE
HOOD	£95.00
TONNEAU	£82.25
SEAT COVERS ^{FR}	£159.00
CARPET SETS ^{FR}	£135.00
	SPITFIRE
HOOD	£79.95
TONNEAU	£61.95
SEAT COVERS ^{FR}	£147.00
CARPET SETS ^{FR}	£150.00
	GT6
SEAT COVERS ^{FR}	£185.00
CARPET SETS ^{FR}	£210.00



TRIUMPH SPORTS SIX CLUB JUBILEE

International Weekend
13th & 14th July 2002

Sponsored by:
FOOTMAN JAMES



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JUST 50 YARDS FROM JUNCTION 2 OF THE M5

TRIUMPH SPORTS SIX CLUB JUBILEE

Fun with Cars

25th Anniversary Car Display

The TSSC is celebrating its Silver Jubilee, to mark this we are arranging a special display of Club cars in the main hall on Saturday, the display will contain two examples of members' cars from each year of the Club's history. i.e. 1977 to 2002

Concours

COME CLEAN AND COMPETE IN THE CLUB'S CLASSIEST CONOURS.

This is the big one! The premiere TSSC concours event, there are many classes and many prizes, whether you have an immaculate original Herald or the shiniest Modified Spitfire there is a class for you. For more details contact Angie McGowan on 01726 883884



Club Stand - Regalia

This is your opportunity to purchase items of Club Regalia, clothing, badges, stickers, key fobs, anniversary mementos, Courier back issues; they're all available over the weekend. The TSSC prides itself on offering high quality goods for you to promote your Club and your car with style. Come and browse and maybe take home a souvenir.

International Weekend 13th & 14th July 2002

Club Stand - TSSC Offers

A huge selection of TSSC Offers are available over the counter all weekend. Come and see what is on offer and feel free to ask any questions about the range of Offers items.

Club Stand - Triumph Bookshop

A large selection of Triumph book, in print and many out of print titles, make the Triumph Bookshop one of the world's leading suppliers of Triumph books. Over the weekend we will have on display a wide range plus some tempting offers to enhance your Triumph book library.

Car Valuations

A Valuation service is available at the Event on Saturday and Sunday.

Insurance Quotations

The Club's Insurance Brokers, Footman James, will be at the Event. If you would like an instant Insurance Quote or Insurance Cover they will be delighted to assist you.

Trade Area

Probably every spare part for 'our cars' that is currently available, will be on sale in the Trade Area here this weekend. If you cannot find the part you are looking for then please ask the various Traders. This is certainly the largest collection of Triumph specialist Traders many of whom only attend this Event. It is, perhaps, an opportunity for you to meet the voice at the other end of the phone.

Autojumble Area

A growing part of the Event is the Autojumble Area, near the Members Pavilion. If you would like Autojumble space please park in this area and set up your stall.

Triumph Clubs

Many of our friends from other Triumph clubs have been invited to attend the Event.



Cars For Sale

An area has been set aside for the sale of cars. This is free and members are strongly advised to leave cars for sale in this area.

Engine Tuning

Members wishing to have engines tuned will be pleased to find tuning vans on site.

Dinky Concours

The Dinky Concours will be run again. If you wish to enter your model car please take it to the Dinky Concours Desk and see the staff on the day.

Technical Register Area

Register Secretaries and the Area Organisers have set aside time to be available to the general membership for a chat, or to answer the most perplexing of questions.

Feature Stands

Many companies and individual members have agreed to give some insight into the mysteries of

working on Club cars. They will be performing displays all weekend and their exploits will be commented on over the PA system. If you want to come and watch, then please do - that's why they are doing it! We hope to have a full weekend of displays, but if you would like a particular display done, or can take part in a display yourself then please let the Information Office know.

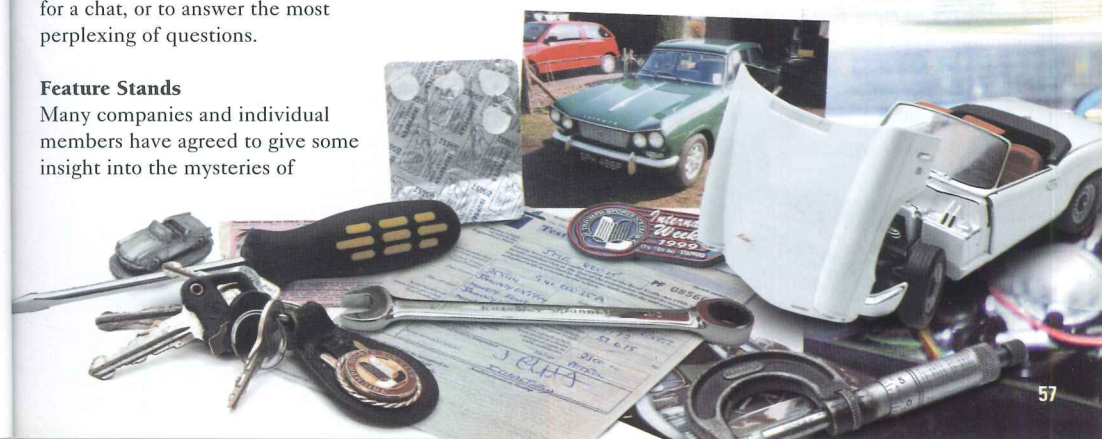
Car Clinic

Sponsored by Rimmer Brothers

A drive in 'MOT' style car clinic has been set up for club cars. If you think you may have a problem with your car, or you simply don't know if it will pass its next MOT Test, why not bring it to the car clinic. Examinations are free - all you have to do is simply drive your car into the Bingley Hall and join the queue.

Camping

There are both quiet and 'lively' campsite to suit all. Shower blocks and toilets are situated around the site. A weekend ticket includes camping from Friday to Sunday night.



How much is it?

Weekend Price: £15

Weekend ticket includes entertainment and camping.

One day ticket: £8

Day ticket does not include evening entertainment.

Where is it?

Stafford County Showground on the A518.

Where does it all start?

Gates to the campsite open Friday 1pm, show starts Saturday 10am.

Where do traders get details?

Call 01858 434424 to book stand space.

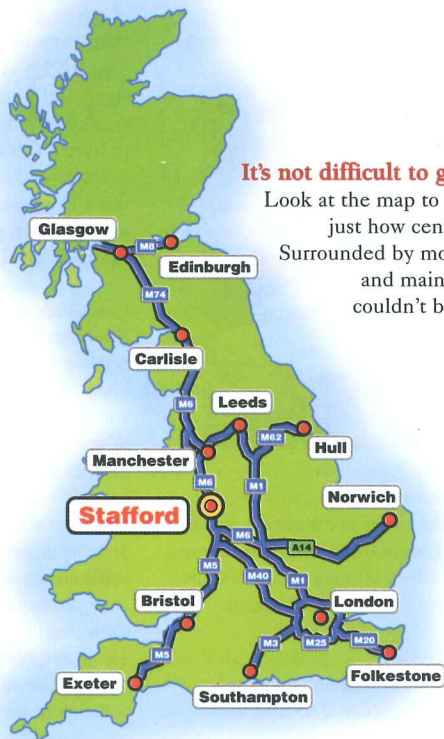
The premiere TSSC event of the year...

The Organisational Team behind the TSSC International Weekend endeavour to bring you a bigger and better event every year. We are excited by some of the new attractions this year, many of these changes have been introduced as a result of comments from you, the members. We are happy to demonstrate that we are listening to your views and will try anything that will enhance your pleasure at the event, please feel free to discuss any comments you have with members of the 'team' over the weekend.



It's not that far...

You may have thought that the Stafford Showground was a long way from your area, look at the signpost opposite to find out just how close it is to you.



It's not difficult to get to...

Look at the map to find out just how central it is. Surrounded by motorways and main roads it couldn't be easier.



The Childrens Crèche

By Alison Mills - NNEB

Background

The Crèche has always been a popular part of the International Weekend, giving children from 2.5 yrs to 8yrs a break from their Parents and something else to do apart from being dragged around Triumphs and is located in the main hall near to the Information centre.

The Crèche is staffed by NNEB or BTEC qualified personnel, to ensure the children are looked after in the correct manner. The Crèche has to be registered with the Local authority each year, which states the age range that can be catered for and the staff to child ratio, and we must provide various measures to guarantee each child's safety such as the entry Register.

The requirements of the Staffordshire County Council and the Clubs own Health and Safety document ensure that the Crèche is among the best temporary Crèche's available in this type of environment and we can be inspected by the County Council at any time over the weekend.

The Weekend

For 2002 the Crèche Team are providing :-

- * 15ft X 10ft Bouncy Castle
- * Hat & Puppet Making
- * Drawing & Colouring
- * Balloons
- * Chalk boards
- * Jigsaws and Various puzzles
- * Books suitable for various age groups
- * Face Painting



Outside

Activities include Miniature Railway rides and Area games, of which some are suitable for young people

Details

The Crèche will be open from 10am to 5pm on Saturday and 10am to 4pm on Sunday, each 1hr session will be charged at £1 with a maximum of 2 sessions every 4 hours to ensure as many members can use this facility as possible. Children will need to take at least a 30-minute break between sessions, as the Crèche is unable to provide refreshments.

For further information please contact me on 01452 627335 after 7:30pm or write using the same address as the International Event Manager.

If you have any toys/puzzles/books suitable for 2.5yrs to 8yrs that you no longer need and are in good condition, and are able to donate them, please ring me or bring them to the event, the Crèche Team would be very pleased to be able to use them.



Peak Run

By Kev Stubbs **Part 2**

Another glorious sunny day. As a number of people had camped over, there were already a lot of cars lined up for the annual Peak Run by 9.00am.

The clubhouse offered bacon butties, tea and coffee all morning. As more cars arrived and lined up by 10.00am it was time to push off. The total number of cars lined up was 99 of all makes and marques. A late arrival meant that the century had been hit (second time ever in the Peak Run history).

The Peak Run is a drive through the Peak District National Park following a recommended route. If you have even seen the opening titles to the TV programme Peak Practice then you will have some idea as to the views and countryside that you will pass



The Bacon Butties prove irresistible

100 cars line up for 'The Run'

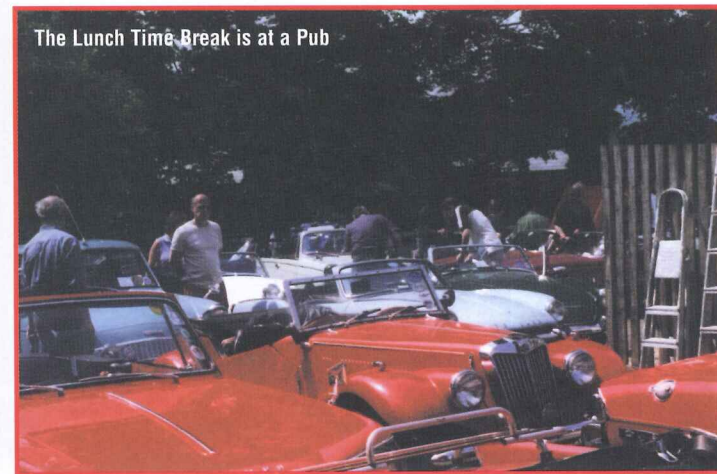


Stunning views and Ideal photo Opportunities

through on the route. The only word to describe them is stunning. Every year the route is different and last years route was said to be the best ever so much so that it was actually re-run by Derwent Valley members in August. The lunch time stop is a pub and this time it was on the outskirts of Chapel-en-le-Frith. A good pub

is not hard to find in the Peak District but it is when there are 100 cars that need parking and be able to cope with the number of people in those cars who may or may not want a hot lunch. Quite a few people bring their own picnic rather than have a pub lunch. The second half of the route is handed out when everyone is ready to set off again and it takes you to a final destination. This is different every year and this year it was in the heart of the Peak

The Lunch Time Break is at a Pub



District and famous for its puddings ^ Bakewell. Arriving around 3.30 it gives those that want it a chance to look round the area and shops. At the end of the run, everyone chooses their favorite car in the People Choice Concours. The day ends around 4.30 when concours winners are announced and the obligatory raffle tickets are drawn.

Derwent Valley are going to keep to the same format this year. So whether you fancy just



The Lunch Time Break - Relax and soak it up!

attending the Classic Car and Bike show or just the Peak Run or indeed you want to do the whole weekend you know what to expect and will be warmly welcomed. They hope that with this weekend format they are offering something for everyone. The price is £2 per classic car/bike for Saturday only, £2 per person (children under 16 free) for general public on the Saturday and £10 for the Peak Run which includes free entry into Saturdays show. On site camping is available at £X for the whole weekend. So it's the same price whether you stay for 1 or 2 nights.

See you there in June.



NEW Alloys

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Genuine Minilites



The Winning Wheel

MINILITE

WH004 5½" x 13" £355.00

WH005 6" x 14" £450.00

WHEELNUTS AND CAPS INCLUDED IN PRICE



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

Wheel & Tyre Package Deals

TYRE/WHEEL PACKAGE 1	5.5 X 13 ALLOYS (4) - MINILITE FITTED WITH 175/70/R13 BUDGET TYRES	£490.00
TYRE/WHEEL PACKAGE 2	5.5 X 13 ALLOYS (4) - MINILITE FITTED WITH 175/70/R13 MID RANGE TYRES	£530.00
TYRE/WHEEL PACKAGE 3	5.5 X 13 ALLOYS (4) - MINILITE FITTED WITH 175/70/R13 TOP RANGE TYRES	£570.00
TYRE/WHEEL PACKAGE 4	6 X 14 ALLOYS (4) - MINILITE FITTED WITH 175/65/R14 BUDGET TYRES	£575.00
TYRE/WHEEL PACKAGE 5	6 X 14 ALLOYS (4) - MINILITE FITTED WITH 175/65/R14 MID RANGE TYRES	£605.00
TYRE/WHEEL PACKAGE 6	6 X 14 ALLOYS (4) - MINILITE FITTED WITH 175/65/R14 TOP RANGE TYRES	£660.00

ALL PACKAGE PRICES INCLUDE 4 X TYRES, 4 X WHEELS, SET 16 NUTS, FITTING & BALANCING

BUDGET TYRES	MID RANGE TYRES	TOP RANGE TYRES
175/70/R13	175/70/R13	175/70/R13
175/65/R14	175/65/R14	175/65/R14
KUMHO *	FIRESTONE F580	MICHELIN CLASSIC

**Depending on availability another Brand may be used*

This advert supercedes previous adverts in Courier and Catalogue



The Tuning Houses

Brabham Conversions

By Matthew Smith

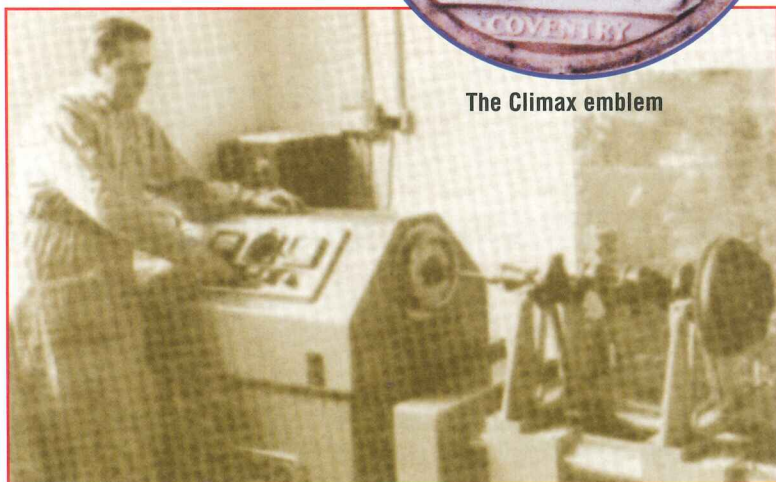
The Climax Herald and Spitfire

Starting in 1954, an Australian driver named Jack Brabham used to make the trip across to New Zealand for the racing season, which at that time lasted about four months.

It was here that he struck up a good friendship with fellow racing drivers Bruce McLaren and Phil Kerr. In 1958 Bruce McLaren won the 'Driver to Europe' scheme and came to England for the season. Phil and Jack discussed the possibility of coming to England to set up a business and Bruce encouraged them. At the beginning of 1959 he came over with Phil and set up home with Bruce in a flat in Surbiton, Surrey.



The Climax emblem



Jack balancing a TR3 Crank in his Surbiton garage

In October of that year Phil and Jack went into business together, opening their service-cum-filling station at Hook Road in Surrey, with agencies for the Rootes Group and Standard Triumph. In 1959 Jack was to become the world-champion racing driver, which stood their garage business in good stead. Wisely taking advantage of Jack's steadily increasing

contracts with the motor industry they decided to expand and enter the

'conversions' field. The smaller Rootes Group engines - Sunbeam and Hillman - received their attention, and they embarked on the exciting project of fitting the 1,200cc Coventry Climax engines into Triumph Herald saloons, convertibles and estates, the first of which was completed in September 1960. Lock-up type garages behind a public house across the road were rented as a temporary extension for the conversion business and Brabham Conversions Ltd was founded in early 1961.

By April 1962 they had to expand and relocate

Jack Brabham CONVERSIONS Ltd

CHESSINGTON

SURREY



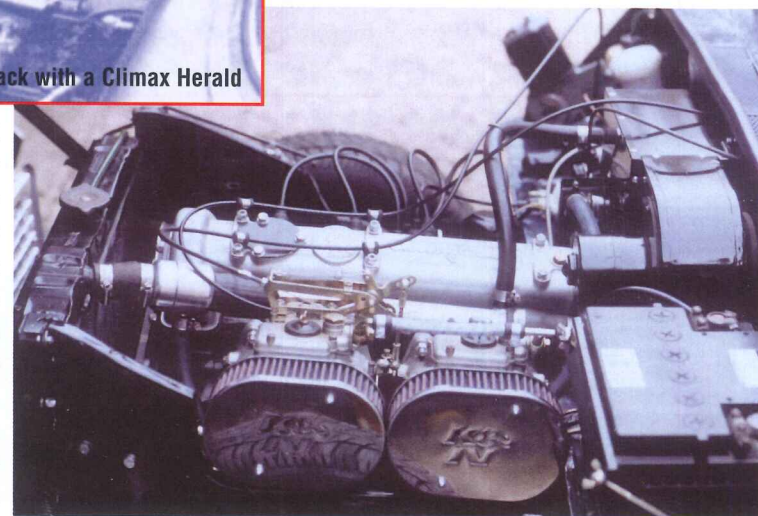
Jack with a Climax Herald

Autocar and other journals produced more orders. They also went on to produce Climax conversions for the Triumph Spitfire and MG Midget.

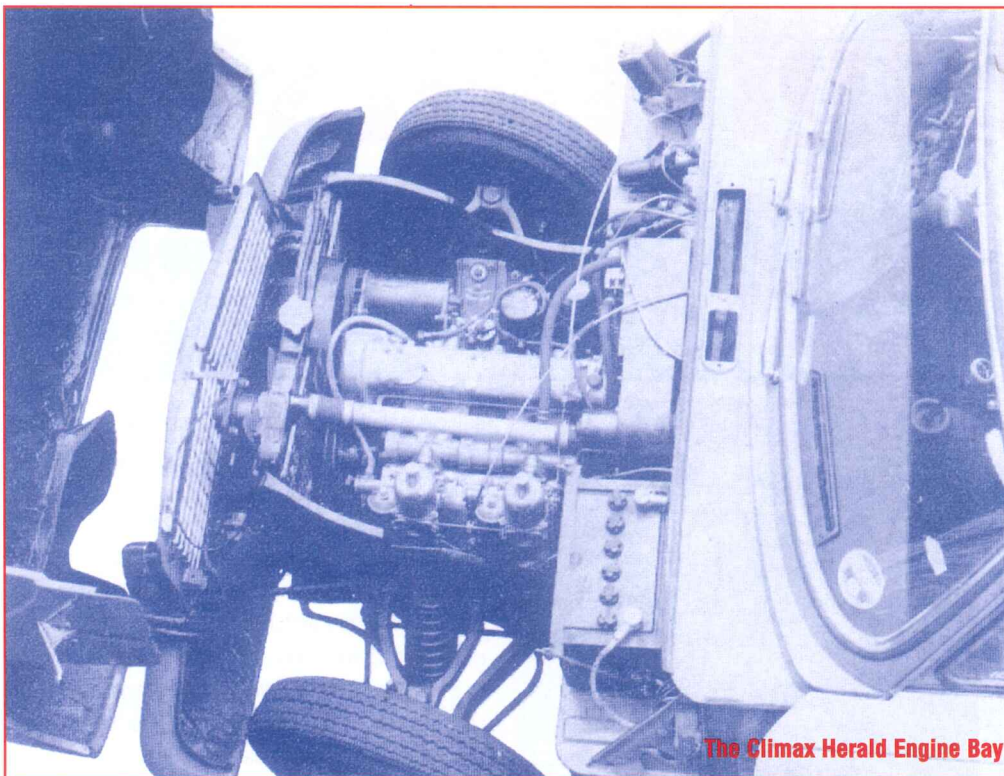
The Climax Herald had a twin carb 1200cc Coventry Climax engine with an eight-inch clutch to cope with the power output. A deeper radiator and Kenlowe fan were needed to cool this performance engine. The 'stage one' engine and cylinder head were made of alloy so that the weight of the installation was less than the standard 948 engine. There were no significant changes to the brakes (discs front and drums rear) other than harder brake linings and bigger wheel cylinders. The conversion came with a combined oil pressure and water temperature gauge and an additional extra recommended by Jack was an electronic Speedwell rev counter.

to Byfleet near the old Brooklands track, as by this time he had established, Jack Brabham Motors Ltd, Brabham Racing Developments and the Brabham Racing Organisation, in addition to Brabham Conversions Ltd.

Originally it was planned to carry out a couple of Climax Herald conversions but published road tests in



Adam England's Climax Herald Coupé



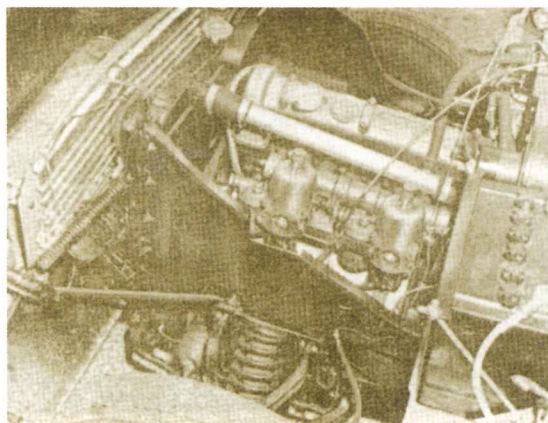
The Climax Herald Engine Bay

The model tested in Good Motoring (March 1961) used the 1,216cc engine with a 10 to 1 compression ratio, which developed 83 bhp at 6,500 revs resulting in a top speed over 100mph and a 0-60 time of just over 10 seconds. It was mated via an eight inch clutch

to a four speed all synchro gearbox and had the harder brake linings and German Dunlop V7 tyres.

It cost £736 7s for the standard Coupe with purchase tax and an extra £395 for the Brabham conversion.

Climax powered Heralds were also produced by Yimkin Engineering to a very similar specification during the 1960s.



The Climax Engine is tight but neat fit, and accessibility remains good

A slightly larger radiator matrix is fitted, and the thermostatically controlled fan blows through the front



Need help fixing your Triumph?

We can fix dents,

- replace rusty panels,

- weld chassis sections,

- sort out MOT problems,

- repair suspension and mechanical faults,

- restore sagging sills and sticking doors,

- respray in original Triumph colours,

- and generally get your car looking good and going well!

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

We are GT6 and Spitfire Specialists and can restore your car to its original condition, including all engine and mechanical work, electrical and wiring faults, retrimming and classic Triumph paintwork.

We can also restore specific areas of your car if required, while you do the initial stripping down and final fitting up.

Collection and Delivery Service available. Open some evenings

M.W. Restorations

Classic Car Specialist

SAFFRON WALDEN, ESSEX.

STANDARD TRIUMPH

Berkeley Square London W1.

GROsvenor 6050

I have one abiding memory of the many Standard Triumph Press cars that I drove between 1966 and 1970.

No matter what model they were, all of them were amazingly quick - except perhaps just one! Some might argue that in order to obtain a 'good press' - it was desirable to ensure the cars had a certain something in their power plants that was hidden from prying eyes?

Well, maybe - but I doubt it and if there really was a hidden ingredient, it was probably very inaccessible and well-concealed from prying eyes! Certainly, there's no doubt that all the Press cars I drove were undeniably well 'fettled' and no-one could deny they received the very best attention any car could have. If they were specially 'worked' - this would have been undertaken with the very greatest care. No gas-flowed heads or anything that was immediately obvious, though I harbour a personal view that things like camshafts and distributors may not have been exactly 'stock.' In saying this, I have no inside track knowledge, other than the fact that the examples I drove, were convincingly impressive! The Earls Court demo cars were equally a tribute to perfection in terms of paint and trim finish but many on the inside looking out would have said they bore little resemblance to a normal production car.

All this preparation is attributable, in the main, to two key people. Perhaps the most important was the Coventry based Transport Manager, Jim Holbrook, affectionately known to everyone as

By John Macartney

'Big Jim.' I don't know how he earned his nickname, because I remember him as a quiet and unassuming person of only medium height. Dad usually referred to him as 'Thorough' Jim Holbrook.

This was equally apt - and even if Jim wasn't big, he was certainly



'Big Jim' Holbrook

thorough. So, with 'Big Jim' at the Coventry end of things, in London, at the Western Avenue Service Department, there was another equally 'thorough' person in the form of Mr. A.G. 'Jock' Brown. Looking back, I can't really imagine two more contrasting people. Jim Holbrook certainly ran his department with a most commendable zeal and I feel sure that those who reported to him, particularly Bob Train, knew exactly what he required and what the Press expected. I don't doubt that 'Big Jim' and Bob Train collectively ensured no journalist was ever disappointed. For his part, Mr. Brown - as a former Chief Inspector at Coventry, took over on bodywork and ultra fine-tuning of everything where 'Big Jim's' people had left off - if they ever did that?

'Jock' Brown's standards were uncompromising to the nth degree - and for him, total perfection just wasn't good enough - but I suppose you could say that where his team couldn't do any more, the 'laird and master' just had to put up with the rest of the medi-

Press Car Memories



RDU 470 H struts her stuff on a bend - acknowledgments to 'Motor' magazine.

ocrity? But by blending the qualities of these two very different personalities against the backdrop of their responsibilities, the Press cars in their control were superb. There was also another remarkable group of vehicles - outside Press reach.

These were the various cars used by the Training School for Sales and Service Training purposes. Example - take any car, especially an injected one, on its way to a dealer for an on-site training course. During the journey, stop in a lay-by and tweak a few settings in the wrong direction. The resulting

puffs of smoke, retarded ignition, pinking and misfires - generally turned a delightful car into something that quickly became rather less than desirable. The Service trainers knew their products inside out and they knew how to get the VERY best out of an engine and ensure it stayed at the peak of its tune. My colleague at Gaydon, Tim Loakes who worked at the Radford Training School, tells me of four Stags on the Training School fleet that were all well capable of more than 130mph - and with none of the probs we so often associate with Stags - then or

now. Hard to believe?

Just accept that Smiths Industries could (and did) calibrate a normal speedometer to a much more rigid tolerance than the regular units it churned out - and the Training School cars had them fitted. Maybe others too.

Then there was RDU 470 H (illustrated) whose idle at a rock steady 500rpm, defied comprehension. Ye gods, if my own PI could idle and respond to the throttle as did RDU, I'd swap her straight away! All these cars, both directly and indirectly, were the ultimate responsibility of 'Big Jim' to ensure their proper maintenance and continuing care until the time came for them to be sold. Because of all this, there was usually a queue of people anxious to acquire a Press car when it came off the fleet. On the face of things, that in itself was curious. Press cars by their nature, usually have a hard life early in life and

even though I'm writing of things some thirty plus years ago, the motoring writers of those times were just as abusive of cars then, as they are today. So who would want to buy a car that had had a thorough caning effectively from its birth?

Surprisingly, quite a number of people - and having experienced at first hand on innumerable occasions just what things were like, your money bought you a thunderingly good car. In particular, I well remember a very early TR5, registration LDU 158F - though in fairness, I have a sneaky feeling that 158 was an Engineering car - and if it wasn't, I wonder why it spent so much of its time at Fletch North? Apart from the press pics taken of it, I did see Bob Train

putting it through its paces at a local club Sprint at Wellesbourne near Stratford, about two weeks after the car was announced. Bob was asked to attempt to beat the "official" 0-60 time stated in the brochure. Sitting on the start line, with the hockey stick timing device under the front wheel, Bob bought the revs up to about 4k, fed in the clutch and kept everything on the boil as the back end squatted down hard - and he was off! The snatched upchange to second seemed 'sequential' in the best Formula One traditions of today and Bob continued to pile on the power, selecting overdrive second when he was about to broach the yellow line on the rev counter (he said). Oh, the sight and sound of 158 getting it all together! I don't recall Bob's actual time that day - but I do remember he allegedly knocked about half a second off the original figure quoted in the sales blurb. This greatly upset one Hooray Henry in an 'E' type - wearing string-backed gloves and a snazzy checked cap, whose own time was about three seconds slower!

A week or so later and early one morning, I drove 158 to London. Without any doubt at all, it was the fastest TR5 I ever did drive - and later versions, as well as a multitude of even later TR6's, were positively asthmatic by comparison. I don't suppose I'll ever own a TR again, unless



LDU 158 F - hiding her sabre teeth - acknowledgments to British Motor Industry Heritage Trust

Camelot does me a favour - but if the winning-line did hurtle in my direction, I'd go out and treat myself to the ultimate TR5 I could lay my hands on - and regardless of the cost! If that car just happened to be 158, I'd be willing to spend the rest of my life eating macaroni (which I loathe) - with mince once a month, for a treat!

Going to the opposite end of the scale, a 1200 saloon that had graduated to the lowly status of a Western Avenue 'hack,' had started life as a Press car. It later became a London demonstrator and eventually wound up as the Service Division's 'bike' for anyone who needed a set of wheels to go somewhere. From what I can remember, it was the only Herald that any of us actually wanted to drive and just before it left the fleet for pastures new, I drove it 'convoy-fashion' with a colleague at the wheel of a 13/60 Press car. The 1200 was quicker. In fact, it wasn't too different to a slightly laid back 1600 Stromberged Vitesse - and if such a description can ever be given of a bog-standard Herald, it was blindingly fast. It's best party piece was round the back roads of Acton and Paddington when they were nice and damp - rather than soaking wet. Only then could you truly savour to infinity, the exciting properties of a rear swing axle when shod with Dunlop C41 crossplies.

The nadir of Press vehicle experience was a former Press minibus, in the shape of a Leyland Twenty, used briefly by Western Avenue's parts department when it's Courier had had a memorable 'coming together' somewhere on the A40. One trip in the Twenty was enough and a week after my stint at the wheel, another colleague was driving it and approached a crow on the M4 that was actively engaged in enjoying a dead rabbit. John claimed he gave the crow a warning 'flash,' followed by a friendly toot - only to realise the rabbit was more important to the crow than its own continuing mortality. Too late, the crow lazily lifted off the slow lane of the M4, only to have a very rude awakening via its tail feathers, as the Leyland's screen engulfed it - and swallowed it. Judging by the state of John's suit, stiff collar, Jermyn Street tie and highly starched cuffs on returning to the sepulchered confines of Berkeley Square, we all came to the same conclusion. There were obviously better things to have in your immediate vicinity than a smashed screen and a surprisingly mobile but much bloodied bird flying around and doing its best to get out! In the end, I think the rear door lock succumbed to the internal air pressure - and burst open. No doubt, this new variant of 'through-flow' ventilation quickly disposed of the crow?

But back to 'Big Jim's' charges. A white Mk 2 Vitesse saloon that Jim's son, Chris bought - was another epic. Chris didn't keep it too long - and soon changed it for one of the prototype TR5's - a hardtop in Conifer that if passenger seat impressions were any guide, entirely matched LDU 158 F on the performance stakes. In fact, it might have been a wee bit faster and Chris could never be accused of failing to let it perform! At Berkeley

Square, we kept another ex-Press car in the form of a Daimler Mk 1 2000 Estate. In contrast to its earlier life, gentlemanly trundles around Mayfair, Belgravia and the smarter parts of Kensington, later ensured it had a gentle existence - but I don't think this really suited it. One day, I had to make a return trip to the factory via the M1 for some urgently needed brochures and colour charts - and so the Estate was the inevitable choice. On the outbound run, things were distinctly dull, until we reached the Toddington Service area. I'd noticed up to that time, via the rear view mirror, that lots of muck and filth was coming out of the exhaust as she cleaned herself up internally. Somewhere near Toddington, it was very much a change for the better. Indeed, it was almost a question of, "okay, I've got it together now - so let's GO!" - and bah gum, us did! No doubt, we were helped on our way by "Caroline on one nine nine" via a Radiomobile 1070 at full power. On the return trip, with the back seat folded flat and a bellyful of brochures neatly stacked in brown-papered packets, she flew! Coventry to the West End in two and a half hours isn't bad for today's traffic - but I did that thirty four years ago, with single speed wipers in deluging rain - **AND** I stopped off at home for a cuppa on the way!

A very satisfactory day indeed, as so many of them were - and more often than not, all in Press cars. But tampered with to make them go better? Good heavens, I don't think so. After all, it really wouldn't be cricket, old boy - and think of the longer-term consequences.

What would the Press put in print if it thought it had been misled? Nice ones, Jim - regardless of what you did (or didn't) do to them!



Lull before the Storm

By David Royle

A Prequel to "Days of Thunder"

"Hello, is that David Royle?"

"Yes." was my reply.

"My name is Terry Barrett. I read your article, Days of Thunder and I was wondering if you could tell me, was the registration number of the car KYR 949D?" "Yes it was."
"Well, I bought that car from new from a dealer in London!"

It was 1966, Terry was 27 years old and earning £33 a week. It was his dream to own a brand new Spitfire just like the one he used to see in the showroom of Leigh and Botfield, Hackney, on his way to work in the mornings.

Leigh and Botfield were the Triumph dealers on Mare Street and Terry used to catch the bus each day to work but would get off two stops early so that he could walk past the showroom.

Came the day that Terry had saved enough to buy his dream and he visited the showroom.

"I'd like to buy a Spitfire please". Terry said to this rather buxom sales lady.

"Well certainly sir, what colour

would you like?" she asked.

"I want it in British Racing Green".

"Oh, we can't get it in that colour, there's quite a waiting list".

Terry was disappointed and he thought to himself, well red would be pretty good ... a young man like me in a red sportscar.

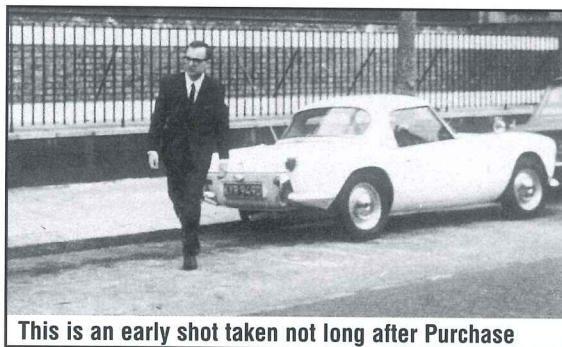
"Well, I'll have it in red then".

"Ah well, we can't get red that easily at the moment either," she said.

"What colour can I have then?" Terry replied.

"You can have it in white sir".

Terry settled on his third choice of colour and said he



This is an early shot taken not long after Purchase

wanted it with the factory fitted hard top. This was obviously extra to cost and there was no way they would let him have the car for the basic cost even though Terry suggested having the hard top instead of the soft top and frame. Terry left the showroom.

During the next several days the haggling continued with neither side letting-up. Then eventually, the sales woman managed to find out where Terry lived. She called round with a new deal.

"If you can afford an extra £6 for the hard top, we're in business".

"Done!" was Terry's reply.

This made the total purchase price with the hard top £660.00



Terry with KYR at Gurston Down

for KYR 949D. When Terry and his fiancée Julie took delivery of the car, Julie gave it the nickname of 'Flossie' because of its brilliant white paintwork.

Terry covered approximately 160 miles before driving it to SAH at Leighton Buzzard to be race tuned. It was Mr Sid Hurrell himself that carried out most of the work following Terry's request on his limited budget. Terry asked, to save cost, rather than fitting twin webbers, what else could he have for the price? "Leave it to me" was Sid's reply.

The work started and the engine was stripped. The crankshaft was re-ground and balanced and racing shells were incorporated. The flywheel was lightened and balanced. A Stage II cylinder head and camshaft were fitted, together with a larger fuel pump, oil cooler, tubular exhaust manifold with twin exhausts. The carbs were 1.75" HS6 SUs with rampipes. The total cost for the engine mods on the 1147cc engine came to just under £48!

"Try it out for a couple of weeks, then bring it back and we'll check it out and torque down the head", said Sid. This Terry did and then returned two weeks later. Sid Hurrell took it out for a test drive himself following its inspection and came back with a wide grin and said, "It's quite nice isn't it?"

Over the next few weeks Flossie was raced and timed at various competition events and on one particular occasion Terry was presented with a certificate that

stated: "KYR 949D was the fastest Spitfire in the UK in 1967".

With the suspension uprated using Spax adjustables all round and Mk1 Vitesse brakes front and back, the standard leaf spring was retained, he also had a special close-ratio gearbox fitted; Terry was in



Gurston Down

business with what he always wanted to do with KYR 949D and that was to race her in competitions. He made sure the engine oil was changed every 1,000 miles: He used Castrol XXL.

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Recon exchange Caliper type 16PB	£55.00
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Seat Belts	£40.00 pair
Recon crankshaft 809034	£95.00 exchange
Recon exchange water pump GWP201	£29.50
Gearbox Exchange	£170.00
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Racing at BRANDS HATCH



KYR 949D could achieve a maximum speed of 136 mph, with 0-60 in just over 8 seconds.

The engine was so responsive it would rev up through the gears with the rev counter needle banging against the stop each time.

Terry raced Flossie at Silverstone, Brands Hatch, Snetterton, Gurstons Down, where it would eat the Works MG Midgets for breakfast and embarrass the Lotus Elans with its amazing performance. Terry also took it abroad to Spa in Belgium and Reims in France. But he still wasn't quite happy, so this is where 'Lenham' came in. They provided an 'E-Type' style, fibreglass bonnet in exchange for the

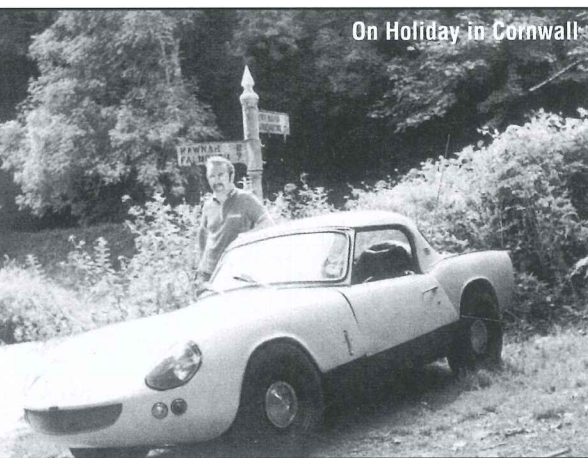
original MkII bonnet and the very unique aerodynamic bootlid was made by Lenham as a 'one-off'. You see, Terry believes that Lenham had never had a mould produced for the bootlid. It was literally developed by Lenham Technicians calculating the available surface area of the car with its new bonnet and the required area of downforce needed at the back end to produce just the right amount of 'lip' on the tail. But this would only work effectively with the factory fitted hard top.

This became apparent when KYR was taken to the wind tunnel at BRM Yardley Racing, where it was aerodynamically tested. Its new body parts remained white like the rest of the car at this stage.

Later on Terry had a limited slip diff fitted following a ride as a passenger in a race colleague's MG Midget. Terry had to have one so it was Laycock who provided this and with 5.5J wheels, this gave KYR even better handling.

KYR 949D or 'Flossie' over the years has certainly had quite an interesting history with all its various modifications and racing background. There was a time when Terry would drive her to a certain race track each Wednesday and for £1 you could race all afternoon round the track, which would be properly marshalled and at the end of the day, your lap times would be recorded and presented to you to take home. All for £1! Terry recalls on one track day event

On Holiday in Cornwall



to be racing alongside Jackie Stewart himself

During all this time Terry lived up in London, driving KYR to racing events and then driving her home the same day. Must have been quite frustrating and stressful having to calm down to drive

alongside the general public again for the trip home.

Front trunnions rear their ugly heads again here. Terry was travelling home after an office party down Oxford Street with Julie (now his wife and equally an avid racing Spitfire enthusiast), when one of the front trunnions collapsed. This had the effect of spinning the car right round and nearly ending up in the display of 'Selfridges' window. Terry broke two ribs. The Police officer first on the scene didn't question at all Terry's alcohol intake that

Julie shows off KYR's New Bonnet



garage in Cinderford. It just about broke Terry's heart.

Terry and Julie lived for a while in Gloucester and one day during the mid-seventies, Terry spotted KYR parked almost directly outside. He went out to have a closer look. She was starting to deteriorate; the body was looking bad. Just then the new owner appeared. The conversation went something like this:

"Is this your car?" asked Terry.

Yes, it goes really well," came the reply.

"Why don't you do something about the bodywork?"

evening but said, "I think your trunnions gone sir!"

Back in the late sixties, you can imagine what an eye-catcher KYR was with its custom body, especially in Central London. Well, one day Terry was on his way to pick up Julie from work and he's waiting at the traffic lights. All of a sudden and quite unexpectedly the passenger door opens and in climbs a long-legged, blond Swedish girl: Blue eyes, mini skirt the lot! Terry is flabbergasted. No one believed him at work the next day. But her opening line was, "Can you take me to see Big Ben?" Well, what do you say? Anyway, Terry's reply was, "Look, love, I'm just on my way to pick up my fiancée. You'll have to get out!" Sensible guy, bloomin' cheek I say.

Terry used to commute between Ross on Wye and London on a fairly regular basis and he reckoned he could do the trip in about an hour and a half back then ... keeping to the speed limits of course! He now lives in the Forest of Dean, which is quite amazing really being only about ten minutes from myself.

Sadly Terry and KYR parted company in 1973. MkII Spitfires can just about take one small child in the back but when it comes to two, a family car is needed.

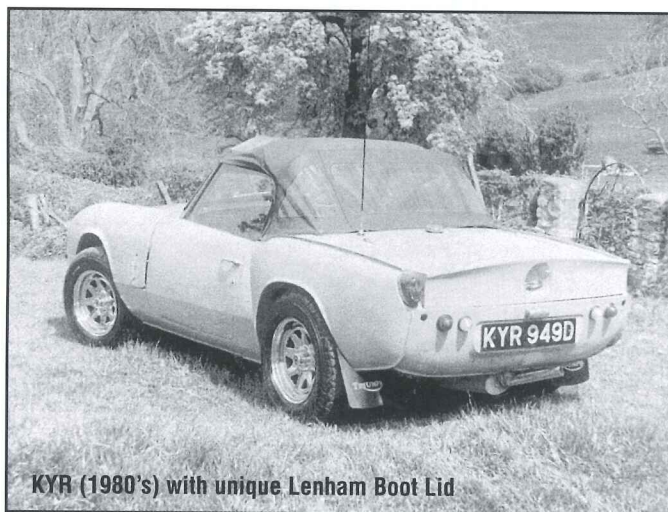
KYR was sold for £250 in part exchange for a MkII Ford Cortina at a

The owner drove off and that was the last time Terry saw 'Flossie', that was until the day Terry received his April edition of The Courier.

"Hey look at this Julie, there's a Spitfire in here that's got a Lenham bonnet on it just like Flossie had. Can't quite make out the numberplate though." Terry said as he twisted and turned the cover trying to get a better view. "Looks like its K,Y,R, something, something, D."

Terry read the article with interest but it wasn't until the mention of the 'aerodynamic bootlid' that Terry knew this was his 'Flossie'.

The legend continues ...



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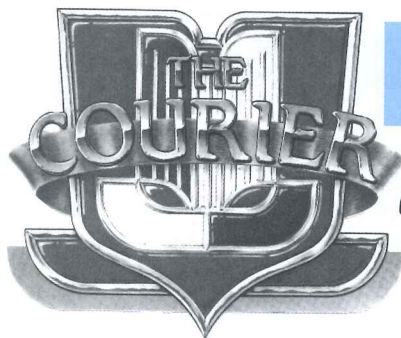
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READERS

Write . . .



Essex Field discovery

I thought I would enclose a horror found lurking in an Essex field - have not yet found the owners, brutes that they are - it doesn't look like much is left of the bodywork on the front 1500, though the special and the older ones are slightly better off at first glance - does the number plate ring any bells on the IVR? I couldn't get any closer due to a boggy divide and a large fence ... Sorry the picture is poor and the fourth vehicle (another 1500 I believe) was obscured.

Nick Barrett
Essex

Lifetime Guarantee Dies

Way back in 1987 I bought a Unipart Samson Lifetime Guaranteed Battery for my 1965 Herald 1200. Over the following few years the car was in and out of regular use and the battery had died by 1987. I took it to a BL dealership and they happily replaced it, for free, under the warranty.

Since then I have had 'Sadie' off the road for nearly three years as her chassis had reached the point of no more MOT's. We've replaced the very rotten one with a lovely shiny red one and welded patches all over her floor and finally look like going on the road again. Of course the battery would not take enough charge to start her. (I must here admit to you - but not Unipart - that it was perhaps not maintained quite

as well as it should've been since 1999)

So off I trotted to my local Rover dealer. A very knowledgeable gentleman in spares found the replacement model number and I came home with my new battery. When I went to do the paperwork to register the new battery for its warranty I discovered that there is now only a three year guarantee. I wrote to Unipart when I sent the form in and pointed out that I hoped that my Lifetime Guarantee would still apply. Shock horror! It doesn't. Because the car is no longer listed in their catalogue they can't 'technically' replace the battery.

They therefore have a let out. They no longer make a replacement specifically for that vehicle so they can't guarantee that it will work. I was livid! I 'phoned them (with steam pouring from my ears) I pointed out that just because it's no longer in their catalogue a car does not cease to exist. I let rip. All credit to her the woman on the other end of the 'phone kept her cool! She explained (Probably 'very slowly') that the Herald wasn't even listed in 1996 but I'd 'got away with it that time'. Finally she offered to reimburse me the present day purchase cost of a new battery by way of compensation for my lost Lifetime Guarantee. I've agreed. If I invest my £23 wisely it might buy a new battery in

three years time!

The moral - don't just accept the letter. Although I'm disappointed that I've lost my 'free battery for life' arrangement at least I won't have to pay for the next one!

I'm hoping to make Stafford this year but we might still be in primer. I had a bit of a shock yesterday. A friend/ professional Triumph restorer quoted me £1500 to finish her from where we are now. I've got a lot more work to do before I can get her painted by him!

Linda Cross
Stourbridge

The Big 40!!!

By now all members should be aware that the International Weekend is held annually in July, some might even be aware that the small organising team is managed by **Chris Mills** ably assisted by **Simon Roberts**, what few of you will know is that both of these hard working individuals recently celebrated their **40th Birthdays**.

Chris and Simon would like to invite all members to share their party at the International Weekend and wish them well for the next 40 years, or so!

Anonymouse!

Standard Atlas Van article

by John Box

John Box's informative item on the Standard Atlas van brought back very vivid memories of my late teens and my father's ownership of such a vehicle. He was a small builder in North Staffordshire and for a few years had been a Standard 'fan' having bought a "10", a Companion, and an Ensign for family use. For the business he had previously had a Bedford Dormobile which was the 'Transit' of the 1950s He had high hopes of the Atlas as it was made by a completely British company but the best that could be said about it was that it was 'strange'.

It was used by my uncle Ray to ferry staff, tools and materials around Stoke on Trent and at weekends and holidays it was his family 'car'. It was a great disappointment; it swayed alarmingly, it was also slow, very noisy and had a tendency to breakdown. One wonders how it was ever thought to be a 'good idea' by Standard Triumph's management especially when the competition included the very competent Bedford van. Somehow it was obviously wrong with its overhanging bodywork, narrow track, crazy gear stick and tiny engine. Needless to say it was soon

'traded-in' for another Bedford and quickly (and thankfully) forgotten.

Regards,

David Scott
Liverpool

Isle of Wight Camping

Tracy and I have just returned from the 13th Isle of Wight Camping Weekend and would like to add our congratulations to the small, but effective, organising team for such a great weekend. Having only missed one previous event we can say that the weekend has lost none of its charm. It was another chance to meet up with old friends, find new ones and generally enjoy our cars as Mr Triumph had intended. Thanks to Garth, Ellie and the Team. We are already looking forward to next year! Best regards

Mike & Tracy Crewes
Berkshire

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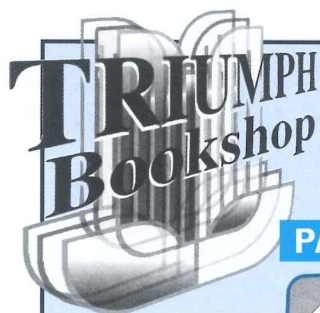
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These excellent catalogues are completely pictorial and give superb exploded diagrams of all the parts that make up your Club car. All of the original Triumph/BL part numbers are shown, which is a great help when trying to identify your own parts or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

Herald 1200 (all models)	£22.95
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Contains in-depth information on
Routine servicing / Recommended lubrication
Care of bodywork / Running adjustments
Wiring diagrams / General specifications.
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Herald 13/60	
Vitesse 1600	
Vitesse Mk I	
Vitesse Mk II	
GT6 Mk I	
GT6 Mk II	
GT6 Mk III	
Spitfire Mk III	
Spitfire Mk IV	
Spitfire 1500	
TR4/TR4A	
TR250	
TR6 - TR7	
Stag	
2000 - 2.5 PI	
1300/1500 FWD	

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STAFFORD

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JULY 13/14 2002

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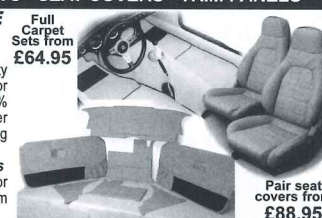
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MOB: 0780 1760117

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2000 Mkl Auto - long test, £600 very useable.
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GT6/Vitesse/Stag/TR7/2000/2500/Toledo/1300 FWD Acclaim
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SELF HELP SCHEME 2003

For members already participating, please could you help us by checking your records in your current handbook and let us know of any corrections or amendments that need to be made. This is particularly important if you have moved whether or not, though especially if, your telephone number has changed. Entries will only include names, town and telephone/membership numbers. However please do include your full address below which helps us to carry out a double check on current records. Any member currently in the scheme will be automatically regarded as wishing to remain unless it is requested otherwise. The TSSC International Self Help Scheme represents one of the few ways in which we can all collectively help each other and new participants are always welcome. It's also a great way of emphasising the spirit of Triumph camaraderie worldwide. So if you would like to take part in the 2003 TSSC Self Help Scheme or have any amendments or constructive comments to make please complete this form and return to the Club HQ address as given below. We would be grateful if all replies could be received by the end of June 2002.

A brief explanation is probably useful for the benefit of those members not familiar with the Self Help Scheme. It works in a very simple way: Club members offer whatever help they can to other members if they are unlucky enough to have their car break down. You don't have to be any sort of expert, just to be willing to offer what help you can. It is very rare that such help is used but we know from personal experience that the scheme does work and it's good to know that it's there should you ever need it.

OVERSEAS MEMBERS are also welcome. You don't have to be in the UK or Europe to take part as the scheme covers many different countries and is designed not only to give you help when touring but to give you help in your own country as well.

For members in the UK, mainland Europe and overseas alike, for your telephone number entry please state the local code plus individual phone number that you would use in your own country but not including the international dialling code. Thank you.

PLEASE PRINT ALL DETAILS

Name:

Tel.No: (include local code):

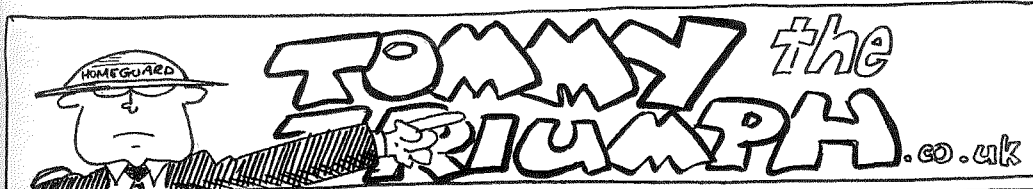
Address: inc. county (or country if overseas):

Membership No:

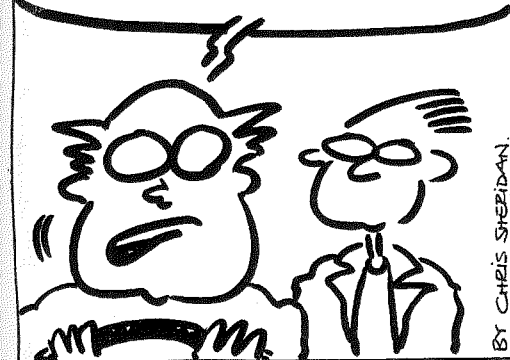
Other language(s) spoken (if any):

Overseas members please give nearest large town:

Please send your completed form **BY END OF JUNE 2002** to:
TSSC SELF HELP SCHEME, Triumph Sports Six Club, Main Street, Lubenham,
Market Harborough. Leics. LE16 9TF. Fax: 01858 431936



WHAT WITH FUEL PROTESTS



... LORRIES IN SLOW CONVOYS TO LONDON...



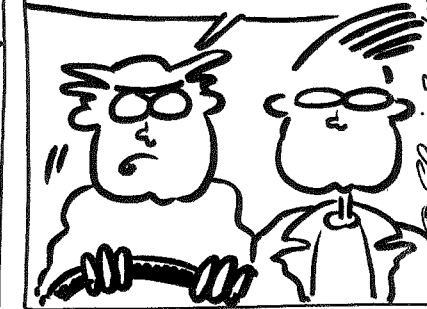
SPIRALING PETROL COSTS...



TRAINS GOING SLOWER THAN A SLOW THING ...



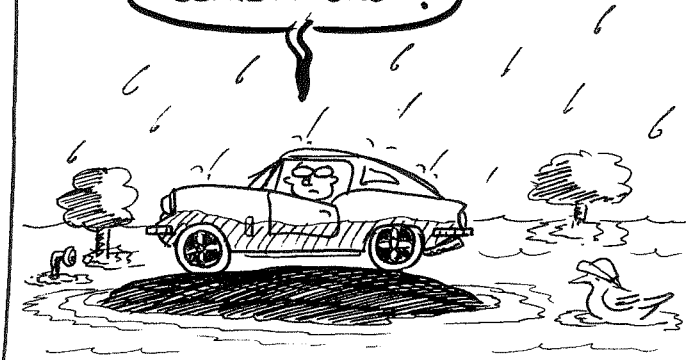
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TSSC REGALIA MAGAZINE BACK ISSUES
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TSSC - Main Street, Lubenham,
Market Harborough, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 431936

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

TSSC HANDBOOK

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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
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and work well in advance of the deadline.

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Tel: 01858 434424 Fax: 01858 468228
e-mail: courier@the-studio.demon.co.uk

TSSC ACCOUNTS

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

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

TECHNICAL SECRETARIES

Richard Stubbs, 10 Beehive Way, Woodhatch, Surrey. RH2 HDY
Tel: 07802 229465 and Clint Grimmer Tel: 07899 914970

HERALD 948/1200

Bill Davies, 28 The Pippin, Calne, Wiltshire. SN11 8JF.
Tel: 01249 815342. e-mail: tssc@rarebits4classics.co.uk

HERALD 1360

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

SPITFIRE Mk I/II/III

Suzie Hunneybell, 31, Cadley, Marlborough, Wiltshire. SN8 4NE
Tel: 01672 514241 e-mail: SpitSec@hotmail.com

SPITFIRE Mk IV/ 1500

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

VITESSE 1600/ Mk I/ II

Forwarding address: Mac Reynolds,
macfreedom@hotmail.com

GT6 MkI/ II/ III

Colin Lindsay, 15, Cloghoge Road, Tandragee, Co. Armagh,
Northern Ireland. BT62 2DU.

Tel: 028 38 849063 e-mail: colin@linzgt6.demon.co.uk

BOND

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Tel: 01672 514241 e-mail: bond.equipe@virgin.net

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Tel: 01372 452292 e-mail: trevor.collett@virgin.net

AMPHICAR

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Worcester. WR5 3RA. Tel: 01905 763192

TSSC MODIFIED

David Royle, Lydia Cottage, Parkend Road, Yorkley,
Forest of Dean, Glos. GL15 4TG. Tel: 01594 563411

INTERNATIONAL LIAISON SECRETARY

Philip Willcocks, 25 Tovey Close, London Colney, St Albans, Hertfordshire. AL2 1LF.
Tel: 00 44 (0) 7973 333303 e-mail: p_willcocks@yahoo.com

EQUIPMENT STORES - LIAISON OFFICERS

Stuart Newbould, 55 Milner bank., Otley,
West Yorkshire. LS21 3NE. Tel: 01943 465457

EVENTS AND EQUIPMENT

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

CLUB ARCHIVIST

Dick Plumridge, 30 Canons Lane, Tadworth, Surrey. KT20 6DP.
Tel: 01737 358337 e-mail: dick.plumridge@btinternet.com

INTERNATIONAL WEEKEND EVENT MANAGER

Chris Mills, 12 Henry Ryder Close, Abbeymead, Glos. GL4 5GA.
Tel: 01452 627335 e-mail: chrismills@btinternet.com

INTERNATIONAL CONCOURS ORGANISERS

Angela McGowan, 4 Oak Vale, Grampound, Truro, Cornwall.
TR2 4QY. Tel: 01726 883884

PUBLIC RELATIONS OFFICER

Vivien Thompson, Ivy Cottage, 5 Rectory Mews, Sprotborough,
Doncaster, South Yorkshire. DN5 7LG. Tel: 01302 850740

SHOW CAR REGISTER

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Leicestershire. LE16 9TF. Tel: 01858 434424

AREA LIAISON OFFICERS

Vivien and Victor Thompson,
Ivy Cottage, 5 Rectory Mews, Sprotborough, Doncaster,
South Yorkshire. DN5 7LG. Tel: 01302 850740
e-mail: vthompson@ivycottage17.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.
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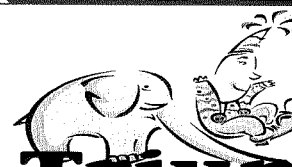


June 2002

Plus

CLASSIFIED CARS & PARTS CONTENTS

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



Lakes Triumph Weekend at Keswick Rugby Club

14th - 16th June

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All this for the unbelievable price of £13 for camping per unit (2 nights), £8 (1 night) or £3 for visitors weekend pass and £2 for a day pass. B & B available.

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Or phone for more information 01946 832080.





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.

SCOTTISH AREAS

- | | | |
|--|---|---|
| 29 CENTRAL & WEST
Jim Smellie:
07771 956643
Tinto Firs Hotel Kilmarnock Rd
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 | BELGIUM
Stefan Vandendijk:
Luikersteenweg 166
Tongeren
Limberg 3700
00 32 12 23 34 76 | CANADA
David Stock:
R.R.I.,
Picton
Ontario
KOK 2T0 | DENMARK
Jens Conrad:
Parkvaenge 6
8600
Silkeborg.
0075 86 82 31 51 | FRANCE
Ivan Souverain:
41 Square Frances
Jammes 78890
Elancourt
00 33 1 30 62 06 | LUXEMBOURG
Jean Claude Cigrang:
26 Rue Des Cerises
L - 6113,
Junglinster.
00 35 27 82 65 | GREECE
Nikolas Lekakis:
ATH. Diakou 94
Varibobi - Aharnes
Athens T.K. 13671
00 30 1 8078921 | GERMANY
Hans-Georg Stumpf:
Elsflether Weg 4
13581,
Berlin.
00 49 30 3328289 | |
| INDIA
Shyam.K.Chary
Hubsiguda
Hyderabad (Andra Pradesh)
India 500007
(91) 40 7171173
krishn_sk1981@yahoo.com | ITALY
Luca Bellinello:
Milan
lucabellinello@tiscalinet.it
00 39 347 7405795 | NETHERLANDS
Guus Van Der Krogt:
Emmastaart 20
6862 GT
Oosterbeek
00 31 26 3332797 | NEW ZEALAND
Dayle Montgomery:
118A Archibald Rd.,
Kelston,
Auckland.
00 64 9 818 6620 | NORWAY
Thor Svaboe
Skogveien 97
N-1369 Norway
+47 92 81 97 18
thor@expo-nova.no
//groups.yahoo.com/group/Norwegian_Spinnin_and_GIG | PORTUGAL
Antonio Cabral Afonso
Urb. Portela Late
180-52-DI2
2685 SACAVEM
00 351 1 9433002 | SWEDEN
Odd Hedberg:
Pomonagatan 4
S - 742 36
Osthammar
00 46 173 17131 | TASMANIA
Alan Donohue:
198 Mount Road
Ridgely,
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 |

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

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

- | | |
|--|---|
| MID WALES
Jeff Jones. 01970 880222
Maes Bangor Arms
CAPEL BANGOR
CEREDIGION
Last Wed. Eves. | 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
Mob. 07970 743273
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.

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

- | | |
|--|---|
| 19 NORFOLK
Joe Craske:
01493 728764
Auto-Pilots Bar
NORWICH AIRPORT
1st Mon.
Eves. | 45 SUFFOLK
Colin Wake:
01206 250360
The Magpie
STONHAM PAVA
1st Tues.
Eves. |
|--|---|

MIDLAND AREAS



- | | |
|---|---|
| 70 CANNOCK
Andy Parlett
01543 422062
Contact AO
For Details
1st Wed. 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.



- 16 LEICESTER & RUTLAND
David Smith:
01664 850253
The Bell Inn/Griffin Inn
EAST LANGTON/SWITLAND
1st Tuesday/3rd Tuesday

- 79 LINCOLN
Dave Toogood

07766 07 2471
Roving
Meetings
See Area Report

- 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
BARLSTON
1st Wed. Eves.

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

AREAS NOT REGISTERED CONTACT
VIVIEN & VICTOR THOMPSON
TEL: 01302 850740
E-MAIL:
vthompson@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.

SOUTH EAST AREAS

- 09 GATWICK
Tony Locker-lampson:
01293 885420
Rowfant House
ROWFANT
1st & 3rd Mon 8pm.

- 48 HANTS & BERKS
Craig Gingell:
01256 841505
The Jolly Miller
NORTH WIMBOROUGH
1st Tues Eves.

- 11 HANTS & SURREY
Mark Surr:
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 Freemasons Arms
A228/Ham Hill
SNODLAND
1st Wed. 8pm on.

- 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 514241
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
Blathwayt 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 Clatford Arms
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.



A.L.O. REPORT . . . AVON . . . BELFAST

AREA LIAISON OFFICERS REPORT

Well not month to say this month except that rather than our landlady at Sth Yorks meeting to pull the Area draw we allowed George Kemp (West Yorks AO to do it and he drew West Kent, so if you would like to contact HQ they will send you your regalia vouchers. Our daughter wanted to draw it and maybe we should have let her as she drew my raffle ticket not once, but twice (having said that she would!!)

Hope to see you all at a show soon

Vivien and Victor

AVON

STER is alive and well, but not as you know it! The "SouthWest Total Enjoyment Rally", down at Bream in Somerset! This is the only major Club event on over the Jubilee Weekend - So if you're sat at home reading this now ... Why Aren't You There? You're the one's missing out!!

WARNING!!!! Just to warn you all, the grown-up trousers are now put away, and the shorts have come back out to play! Not a pretty sight, but don't say I didn't warn you!!

May's Meet - one week later than normal! Time for the crystal ball again! We had a really good Auction night and overall, a good time was had by all!

No change there then!!

Having been to Unity Farm (our STER hosts) (again!!). I then went on down to the Somerset (just) two months on the trot eh?), to plug Bream, and pass on more Bream Raffle Tickets (well someone has to win the membership refund - don't they!). Talking of winning, I won the last prize of their Area Raffle - A Battery operated object, which, going by the description on the box, was meant to be a mini battery operated hover? Due to having not much "suck" but plenty vibration (as spotted by Daphne!), Linda underwent much interrogation as to whether this really was a mini vac, or indeed, one of those racing objects seen last year (debuting at Bream, and causing a stir at Stafford!), often referred to as racing torpedoes! The Jury's still out!

Went down, in DNP to Crealy Adventure Park, near Exeter, to a new event. I half expected to see the Devon Area, as this was deep inside the County, but NO! Good to see Sean Jones though, as I drove back up the M5. Small world eh Sean? Yes, it was so cold with the hood down, that I had lost most of the feeling in my hands!

Hi, and thanks, to various Area's that have made me welcome, when I've paid recent visits, to promote Bream, such as Swindon,

Somerset (I just can't keep away from either at moment!!), and South Wales (not been before, great evening, I will be back!). Who knows, I may even of "BIN" Glos Area soon too! Get the joke Barry?? Sorry Swindon, was planning on paying you another visit (May) but Swindon isn't exactly en-route to Cornwall, and can't keep a gorgeous blonde waiting can I?? I know you'll understand!!

It's a Blonde thing! Hands up all those who spotted Hen, in Classic Cars mag?? Easy to pull, Hen? Don't know what you mean??? Good to see you promoting us all, and can't wait to see Practical Classics either! TSSC AVON BREAM SUPER RAFFLE - will have been drawn by now (possibly at Somerset's May meet?), so results in next month's News!

Another Super Raffle Starts Now!! In aid of Round Britain effort! 1st Prize one year's TSSC Membership! See me for details. 2nd Prize one year's subscription to Triumph World

Forthcoming events include:

May 31st - June 4th BREAM!!!!!!!!!!!!!!
Happy Birthdays to Annie, Shawn and Paul! Hic!!

June 9th Bristol Classic Car Show, Durham Down. We won Best Club stand here last year!! You should of all entered and paid your £2.00 by now!! Don't be surprised to be offered Super Raffle tickets at the Club stand - after all, £1.00 to get your membership fee back has to be worth a go doesn't it!!

13 - 17th LeMans!!
23rd Chipping Sodbury Run
30th Cheltenham Racecourse
JULY: - 6 - 7th Headington & Stockley
Rally - Incl. Tractor Pulling!
6th eve Classics at the Hall/Hunters Hall, Kingscot Nr Dursley

12 - 14th Stafford - Lizzie's Birthday. Rumour has it, we may have a FizzyPop or two, and let our hair down a little??
27 - 28th Wroughton. Very Good show- See Shaun (Swindon) for Club stand details!

Party On!

Col

VERY IMPORTANT NOTICE:
THE FOLLOWING AVON MEETS WILL TAKE PLACE ON THE 2ND MONDAY. NOT THE 1ST, AS PER NORMAL:

JUNE - 2ND MONDAY - Due to us still being at BREAM, still singing Happy Birthday to Paul!
Change to monthly draw. I've taken a leaf from other Areas' books, i.e. you donate the raffle prizes! Just to make things a little interesting, max spend on donated raffle prizes £1.00 - should be fun!
P.S. HKG 650D is up for grabs! 1966 Vitesse 1600 Saloon. Un-restored, low miles, over-drive. Webasto roof, towbar, recent Concours wins and full history! See March Courier page 64! Regretted reason for sale = I'm putting too many miles on it and I am now up to 5 cars!

It's time for someone else to appreciate this rare unmolested motorcar!

BELFAST

The new Classic event year is beginning to live up and already organisers are try-

ing to make up for the lack of events last year. So it was with the Argory where I had one of the most enjoyable events of the year so far, with attendance well up on the last year and the TSSC as usual dominating all other makes of car present - I reckon we had eleven Triumphs out of a total of 75 cars (if I could find the programme I could confirm it!) even if Paul and Lawrence were conspicuous by their absence (they were in the programme anyway...) and the chairman of the newly formed Triumph Owners Club turned up in a Rover P6. Mark had his red MkIII finally on the road and Davy (but is it red?). Patterson attended his first Club event in a vermilion Spitfire 1500.

I must put him in touch with Alistair for tips as how to make his car change colour. The autojumble was up to the usual standard; since Alan Hayes cleared him out of all Triumph related items this year's other bargain buy was a set of Halogen headlights for £28 - (£9.99 at Nutts Corner market); the static and steam engines rattled and clanked away happily and over it all came the sound of Dougie snoring... he actually went so far as to inform me that he hadn't done anything of note so of course I said I wouldn't mention him this month, not even the fact that he fell asleep in the GT6 all afternoon.

The tea rooms were excellent but the BBQ ran out of burgers around one o'clock, so the scrum around the finisher's award stand had to be braved on mental energy alone. An excellent day out and hopefully the first of many this year.

Saturday June 15th will be Kilbroney - please get your entries in, even late entries will give us more room on the Club stand so contact them at either secretary@aovc.co.uk (website is <http://www.aovc.co.uk>) or telephone Trevor Mitchell at 028 9146 7886. I must get the Club gazey-bo on the go again; at least we can shelter under it if it rains! Sadly Norman has informed me that he won't be attending this year so I won't have anyone to advise me on what parts I don't need for the GT6.

Plans for totally Triumph are afoot, but not ahead, if you get my drift - I need to contact a lot of people if we're to make anything of it at all.

Above all we need volunteers to spread the workload both before and on the day so if you can help, don't wait to be asked! Can you arrange or design programmes, T-shirts, or catering?

Should we have our own catering or invite a few vans? Rimmers and Chic Doig will be attending but any tips on other attractions will be warmly received.

Don't forget that next month is Stafford - if I get there it'll be a miracle but hey - I had one last year!

Any ideas for a convoy?

Those free in July please note that the Lurgan Rally is on July 6th; we've been asked to help out and may get a Club stand in the Marshall's enclosure. Interested? Contact me asap.

Since this report is very late in submission, that's it for now.

Details at the chatgroup at <http://www.smartgroups.com/groups/tss-cni>. See you at the next meeting.

Colin

EAST BERKS . . . SOUTH BUCKS

EAST BERKS

Great weather this month - it was still quite bright in the car park at half 8! Still only my Spitfire turned out though. Humpf. Come on people! I need my fix of Triumphs!! Still, we did have a couple of new members come along which is great! Helen is from Basingstoke and she brought along some pictures of her lovely Herald 1200 saloon which is currently awaiting being finished and being got back on the road again. The bodywork looks fantastic - not a spot of rust in evidence anywhere, granted a few scuffs and a bit of grime under the bonnet but still amazing condition for a car that's nearly 40 years old! It's just awaiting the engine being put back together after having been cleaned and painted. She said it belonged to an old bloke who had it from new and was briefly sold onto another owner who didn't use it much before coming into her family's possession. Her dad it turns out is a confirmed Triumph man - he organises the local area TR register and has a yellow TR6 as well as another Herald I think. Helen, incidentally, learnt to drive (partially at least!) in a TR7 V8!! Along with Helen came Duncan from Henley who also seems to be a real petrolhead. He and I share dreams of Herald estate and Minivan ownership!

Next month, we've got another area meeting before we have our organised weekend area meeting at the Stag Pub, Burnham Beeches, near Slough. Peter recommended this pub and we're hoping to get as many members and their cars down there for lunch and possibly other things as possible. We want everybody to be wearing their best strides ready for photos of them and their cars to go into the members directory we've put together! Helen mentioned that there might be other things happening like a bit of a drive round the area too. This is a good chance if you haven't been to a weekend meeting to meet the other members, chat and have a good peer under everybody's bonnet!!

There's a new event in July not on the events calendar, courtesy of Helen: The British sports Car Day at Old Warden Aerodrome, Biggleswade, Beds. It's 10 pounds on the day or 8 pounds in advance, **Sunday 7th July**. Contact Helen on 01344 451305 if you're interested. There should be a good turnout of Triumphs, owing to Helen's dad's involvement with the TR register, and there will be old planes flying throughout the day. Don't let the TRs show us up!!

Progress on the GT6 is still slow, but coming along.. I've now got the entire drivetrain installed and am putting the exhaust system on. The dashboard and clocks are in, and the interior sound deadening material is in. The headlining still needs finishing though before I can put the screen, carpets, trim panels and seats in. Under the bonnet is pretty much finished, all the brake pipes and fuel tank + pipes are in, carbs and manifolds are on, and I've bought a battery! Yes, time is approaching when I have to try connecting it up - hope it doesn't go up in flames!!

For Trevor's information, I bought a piece

of pipe from Moss that takes a proper thermostatic switch for the radiator fan. It's for a TR6, but I've cut it down so it fits into the radiator bottom hose. I've seen this done on other GT6s and it's a lot neater and better engineered than the standard Kenlowe fan capillary tube switch that fits inside the top hose. I've never liked that. I hope Tom's luck changes for the better with his Spitfire. If anybody has any suggestions as to why a new engine would eat its crankshaft thrust washers without him having been riding the clutch please let me know. This is where membership of a club such as the TSSC should come into its own. We should all offer whatever support we can to members in need.

The Isle of Wight trip was fantastic - thanks, no really, BIG thanks to Garth and Ellie for organising it again this year. It was a real hoot! I went along with my girlfriend Sam, and we met up with Allan and Rob in their white and red mkII spits on the way. We JUST made the ferry in time, after a small delay on their part and my silly idea of stopping at the supermarket on the way! They waved us onto the ferry just as it was almost full and closed the doors behind us!! Anyway, we got there OK and the weather was good all weekend pretty much. A trip to the dinosaur museum, then a treasure hunt type thing (which was a bit of a disaster speaking personally cos my passenger couldn't read maps!). Then on the Sunday a trip to a steam train working museum which was really good. In amongst that was an autogymkhana event where we had to drive round a course throwing balls into buckets and balancing a ball on the bonnet! We didn't try the blindfold driving - I thought it was probably a bad idea. Nothing to do with the skills of my passenger, honest! Bless. Rob did have a little altercation with his gearstick though - the bush that it pivots in disintegrated leaving him stirring a bowl of porridge! Luckily though Garth had a spare and we fitted that between us. Thank God for Garth that's all I can say - as you can imagine, Triumph spares are not the most plentiful of items on the Isle of Wight!! Dog (the spit) didn't miss a beat though and as a reward I'm treating him to a bare metal body off restoration at the beginning of June, courtesy of J.Y.Classics. I'll be doing the stripping down and building up again afterwards, but I've learnt my lesson - never again will I do a whole bodyshell by myself! The GT6 nearly killed me!! Hopefully I'll get that one finished before I have to put the Spit back together again!!

Ho well, happy happy times... See you all next month at the Seven Stars, Knowl hill on the A4 between Maidenhead and Reading, from 8pm. Cheers,

Mark

SOUTH BUCKS

Firstly, thanks to Bill Sunderland for mentioning the tragic loss of my youngest daughter, Sophie-Jayne. She passed away suddenly but peacefully on the 21st March. She would have been 3 years old on the 4th July. Thank you also to Rob, Allan for their cards, Marcus for listening, and Robin and Daniel for keeping the con-

versation going at last months meeting. Sophie sat in my Herald shortly before she passed away, trying to hold the huge original steering wheel, pretending to drive!

On to brighter things. Daniel, Robin and Allan were all heading down to the Isle of Wight weekend. Robin was looking a little nervous as he has just spent a large sum of money having his Spitfire engine rebuilt amongst other minor things! I know he was keeping his fingers crossed the car would get through the MOT in time for the weekend. I'm looking forward to hearing how things went. We are trying to organise attending other events. The International Weekend being the biggest challenge. My sister has recently moved about ten miles away from the Stafford show ground. I cannot make it from Beaconsfield to Stafford in anything less than two hours. Now that's in a modern day, five speed, c.d. playing, air conditioned car! It's a long, long way from here! At time of writing, the next meet is the South of England Meet. Date for June. 1st June is the British Sportscar Festival at Brooklands. Fingers crossed!

I hear on the grapevine that John of JY Classics (01494 866087) fame has moved home. May I and the rest of South Bucks region wish you success in your new home, and hoping that the structure is more sound than that of my Herald! John has made a nice job of Robin's engine and engine bay, which Robin was justifiably showing off at the last club night!

Anyway, I'm trying to return to some semblance of normality, but if you have been trying to contact me without success, I'm sure you will understand. With a bit of luck, my Herald should be adorning the car park of the Squirrel on **Wednesday 19th June**.

Kind regards

Carl

2002 I.O.W. Weekend

Before I go into the gory details, our many thanks must go to the I.O.W. Area for organising this event, with a very special thanks to Garth Elle and Derek.

Three Spits, piloted by myself, Robin and Daniel with co-pilots Jan, Pauline and Andy respectively set off from the South Bucks Area on the Friday morning. En route we picked up Mark and Sam from the East Berks Area and cruised, tops down (well, most of us did) to the ferry at Southampton, arriving alarmingly late with only 5 mins to sailing time but much to our relief, we still got on board. Then off the ferry and down to Appuldurcombe.

After pitching our tents we drove tops down (...) to Ventnor for an excellent bar meal at the Spyglass Inn, followed by a walk through the Botanical Gardens and along the cliffs to work it off. Then it was back to the clubhouse for an enjoyable



SOUTH BUCKS . . . CANNOCK . . . CANTERBURY CHESHIRE . . . CORNWALL

dolomite_uk@hotmail.com. Hoping to hear from you soon!

Andy.

CANTERBURY

I'd like to start with a thank you to Derek for standing in for me at such short notice at the May meeting. I hear that I missed a good one, plenty of Triumphs in the car park and equal amount of enthusiasm.

I, personally, have had little time for any Triumph activities this year so far but Canterbury Triumphs have been represented at both Houghton Farm and SEM, from all accounts Houghton Farm seems to have been a success it has been described to me as 'a smaller Detling' I guess that means that the event will only grow, with the demise of the old Chilham shows I'm sure exhibitors will migrate to this event. It must also be

just about the closest venue to Canterbury. Once again members of CT travelled to Leatherhead for SEM, Mike's magic wasn't working as well as normal, as it seems that it wasn't the 'roasting' day that we've all got used to and now expect. But, having said that a good time was had by all and it was said that the event has grown even more, great to hear that the cars are being driven, and that attendance is up. Derek was seconded, or was it press-ganged? into concours judging duties, not for the Heralds but the GT6 class, he seems to have thoroughly enjoyed this new role even though he and his fellow judge couldn't decide on the winner and Chris Mills intervention was required to cast the final vote.

Here's the forthcoming list of events, I have included all that we have had details for although CT might not be attending all as a club, if you need more details have a word with Del Skates on 01277 274541 or catch him at the next meet.

Events

- 2 June** - Bucket and Spade
- 30 June** - Bromley pageant
- 6 July** - 2000 Register National
- 6/7 July** - Willesborough windmill
- 7 July** - KM Motoring Pageant - Hop Farm
- 13/14 July** - TSSC International
- 14 July** - Darling Buds
- 14 July** - Lydden Hill Funday
- 20/21 July** - Kent & E. Sussex Railway, Steam fair
- 21 July** - Bentley Wildfowl Reserve
- 21 July** - Battle Abbey
- 21 July** - Appledore Show
- 21 July** - Fulston Manor
- 10/11 Aug** - Detling Show
- 11 Aug** - Herne Bay - Sunday Funday
- 6 Aug** - Fish and Chip Run (Club night)

That's it for now guys, see you all soon.

tim@canterbury-triumphs.com

Tim

CHESHIRE

Nearly five years ago (October 1997) I got a phone call to say that the Cock and Pheasant in sunny downtown Bollington was being refurbished into the way a pub used to be. I had time to go there and put up a notice and my wife phoned everyone

we knew that might come to warn them. This time round, I was very late leaving home and Adrian and I drove to the Cock and Pheasant and found a pub being refurbished (into what, I wonder?). My apologies to all who tried to attend. Especially Steve who we passed on Chester Road (both thinking it was far too late for the other one to be a Club carl).

In theory the refurbishment will be finished by next month's meeting. If not we will meet at the Cock in Henbury, as we did back in 1997. From the Cock and Pheasant, back to the bypass, left towards Macclesfield, right at the roundabout by Tesco's, straight over the lights, bear right at the roundabout at the top and keep following the signs for A537 Chester and Knutsford. The Cock is on the left on the A537, about a mile after the Shell station (and roundabout) at Broken Cross.

Steve Moss has promised us a run out for the July meeting.

Provisional arrangements are to meet at the C&P (7.30 for 8.00 pm), and then I think repair to the Leather Smithy. Steve suggests 'any cars welcome'!

If you need further information please call - the number is in the Area Directory - a few pages before the report. As I write, Tatton tickets have not arrived and the show is before the next meeting. Help! Other news is sparse, there is a small threat of the engine and box meeting each other in Adrian's garage, and I need about a gross of round tuts.

The next meeting is on the **6th of June** - see above for venue details.

Henry

CORNWALL

Hi everyone. May's meeting, where were you all? Only nine of us. Never mind I hope to see you and your cars in June especially now we have the fine weather. A welcome to a long standing member of the T.S.S.C., Albert Bishop 'Rocket Man', well known to the Club he came along in his MkIII Spitfire a lovely sight (the car) who now lives in Cornwall we hope to see and hear a lot more of your tales. Going back to the events in April the Sunday Lunch at The Red Lion, Mewnan Smith was said to be an excellent meal and well worth visiting again. Trebah Gardens Beautiful.

May's events saw some of us going to the Isle of Wight hear is a report from Sally-Ann: **Fun and Games on The Isle of Wight** For those of you who didn't make it to the Isle of Wight Camping Weekend you missed a really exciting and brilliant time. By the Friday afternoon nine of us, in five cars, had arrived at the campsite. (Two Spitfires, a Vitesse, a GT6 and a TR4A). John and Christines TR4A had to be modified, not with a supercharger or anything so highly technical but by a pair of plastic coated plate hanger springs!! (replacing a stretched throttle return spring). Also, John and Craig had a bit of trouble on the way over. Just as they were driving onto the ferry the spherical bush from the base of the gearstick dropped out, causing gear change problems. Craig was at driving end just as it happened he shouted out to John Ere, "I'm stirring pudding here!!"

COTSWOLD . . . COVENTRY . . . CUMBRIA

The first morning we were chatting in our caravan with Ian and his lovely dog, Belle, lying on the grass outside. Suddenly the caretaker appeared at the door very agitated saying the dogs weren't allowed in our caravan, only in caravan number 34. Ian, very calmly, said I'm camping several times but this had no effect. The caretaker stormed off saying "I'll see Jean about this!!" (Whoever she was!).

On the Saturday we all went back 3,500 million years and had a hands-on, touchy-feely time with some dinosaurs at the Dinosaur Museum. This was with the exception of Craig, John, Dan and Graham who, very unwisely as it turned out, ignored the direction we were all travelling in and took directions from a petrol pump attendant. By the time they arrived two hours later they had circumnavigated the island at least twice!!

On the Sunday a convoy of over forty Triumphs drove to Brading Downs, where there were spectacular views, for delicious ice cream and a photo session. The man in the ice cream van must have thought he had hit the jackpot!! The convoy then continued to Havenstreet Steam Railway. Having purchased our tickets, Jane asked the guard if we could travel first class. He took one look at us and promptly squashed us all into the third class carriage!! After lunch was the Autogymkhana. John, in his Spitfire, had the shortest time for the basketball event. Unfortunately, he scored no points as he wouldn't stop to let Craig throw the twelve tennis balls into the buckets!!

Sunday evening there was a quiz in the bar, together with a raffle. Our team, named Kernow, were doing fairly well at the beginning, being in third place, but in the end we came about third from the bottom. This might have been due partly to the amount of alcohol that was drunk - our excuse!!

We congratulate Garth and Ellie for a well-organised, fun-filled and brilliant weekend. It certainly was worth the long journey and, one day, we hope to go back to the beautiful Isle of Wight.

PS Ian, Jean has rung asking for your phone number!!

Many thanks to Sally-Ann for that report - we wished we could have been with you all, perhaps next year.

Forthcoming Events:

June 16th Helston Motor Show
June 28th-30th Cornwall Camping Weekend at St Ives over 30 members attending

July 13th-14th Powderham Castle Car Show (camping starts Friday night)

July 27th Barbecue at Dan's from afternoon to noon the next day!

That's it for now see you all at the next meeting. All the best

Carol and Les

COTSWOLD

April's Cotswold Area meet proved to be as good as usual, despite all the rain!! Had a great drive up to the Restoration Show at Stoneleigh, in HKG! Went up the Fosse Way, and even saw sunrise! That 1600 goes so well, it will be a shame to see her go! Sold more parts than bought,

so all is well! Didn't see many of you there, but Hi to Bill and Karen, and Le Mans Neil! FOR WHAT'S HAPPENING, SEE AVON AREA REPORT!!! Come on out to play - you know you want to!

Col

COVENTRY

We were blessed with fine weather for our last meeting at the Weaver's in May, which was well supported, with 16 Triumphs on display in the car park. There were discussions in the car park concerning Spitfire drive shafts and underbonnet restoration. It is good to see new faces with their 'new' cars - welcome! ... along with 'old faces' returning after a winter's absence (welcome back Graham Allen and John Jeavons!). The main topic of discussion when we retired into the pub lounge was future Triumph events. I distributed information sheets for a number of potential events; some local and regional gatherings. Please contact me if you were unable to attend and would like details. The main items on the events calendar for the forthcoming season are as follows:-

The Godiva Historic Car Run 2002

(Sun. 9th June)

Coventry & Warks Motor Club 'Wheels' Display, Gaydon (Tues. 18th June)

TSSC West Midlands 'Mini Maypole'

Treasure Hunt (23rd Sun 23rd June)

Derwent Valley Peak Run

(29-30th June)

Birdingbury Country Festival (Sat- Sun. 13-14th July)

If you have any further suggestions/ideas please let me know. We tend to put a list together of those interested for particular events at our monthly meeting and travel together where possible, as with the recent Standard Triumph Marque Gaydon outing. With respect to the proposed extension to the Weaver's car park, Dave Barlow (publican) and I had a discussion last meeting; the planning application is in progress, but there has been objections from planning authorities on the grounds that part of development is on 'green belt' land. However, it is clearly evident that this patch of land has not been used for agricultural/farming for many years, as it is effectively disused wasteland, and was used for overflow parking by previous publican. A petition was passed around for all to sign, along with locals/regular customers. I provided a letter to outline the reasons why the planning application for extending this inadequate car park should be approved, emphasising safety in particular, as we are often forced to park on main road. Watch this space for outcome. We will be forced to consider moving to an alternative venue if the application is unsuccessful; this will be discussed at next meeting. Get out there and enjoy your car this summer. I would like to arrange joint meetings with other local Triumph car clubs in the near future - what do you think? Look forward to seeing you all at next meeting at Weaver's Arms on

Tuesday 4th June, even though I'm told that it coincides with Jubilee Day - Why not celebrate it at Fillongley with a 'Concours Evening'? Regards,

Kevin



CUMBRIA

Dear all, sorry for the lack of an Area news last month, my fault, we did not have a meeting on Easter Sunday and I simply forgot to write the news. We have been out and about a lot in April and early May. A number of us met up with the North East Area for a picnic at Talkin Tarn, a good day was had by all, even though we needed our thermals and wellies. The Tarn looked more like the North Sea than a tarn, Jan and Allan from South Lakes met up with us, in their Spitfire, hope they didn't get too wet going home down the M6. The Area meeting at the usual venue was well attended, we even managed to get our Spitfire out for the day, we got very wet going down the M6!

Two more new members Lynn and Lynsey with their white Spitfire joined us for lunch and a chat, hope to see you at some of the shows this year.

The Bank Holiday Sunday saw our first local show for 2 years, after the cancellations of last year. We put together an excellent selection of cars for this event with members from as far afield as South Lakeland (yes, Jan and Allan came back - we didn't scare them away) and Biggar, thank you Brian and Caitlin. The excellent Spitfire of Mike Brookes won a well deserved award from the organising Club, although we confused them by accidentally telling them the owner was his dad, George, whoops!!! It really is worth coming and joining us at local shows, we even have comfortable chairs courtesy of Helen, though she is a little possessive about them. We always have a kettle on the boil so come and say hello next time we are at a show near you.

Phil is co-ordinating entries for local shows and will be glad to hear from any member wishing to put any Triumph on display this year (01946-861548).

John Armstrong has arranged a mystery tour and picnic for the **last Sunday** of the month, we will let you know where we ended up in the next news. Arrangements for the Lakes Weekend are progressing, Shirley has all the programmes printed, we have planned a convoy route, Phil and Sue have arranged a childrens' autogymkhana, Helen will be planning the raffle (mystery prizes a speciality), John Mackeown will be driven mad planning the autogymkhana and John Armstrong will be organising the signs and PA system. As you can see it is a joint effort, thank you to everyone - the excellent team work is what makes this weekend such a success year after year - come along and judge for yourself!!!! Hope I haven't missed any news out, no doubt someone will tell me if I have...Cheers

Bob

SOUTH BUCKS Cont

evenings 'socialising' ...

Once we had recovered from frostbite due to a very unusually cold night, it was breakfast and off in convoy to the Dinosaur Museum. I can't comment on the contents as I didn't go in. Unfortunately, neither did Robin, due to a problem with his gear selector, which failed during the run. Fortunately, Garth came to the rescue with the required spare part which was fitted that afternoon ready for the following day. Next, it was time for the optional 'Navigational Scatter'. After about an hour, my navigator fell asleep with only twelve clues completed, so we headed off to have a look at the Needles. Then it was back to camp for more 'socialising'.

After another cold night, it was breakfast and off to the downs for ice cream. Then on to the Haven street Steam Railway for the Autogymkhana. This was a new experience for most of our Area but we still managed a first and second place in the blindfold driving event. Then it was back to camp for the Area Barbecue, followed by the infamous Quiz Night and more 'socialising'. Unfortunately, the South Bucks Area failed to defend their title (probably because I was on the team) but came a respectable third.

After a slightly warmer night it was time to pack the tent up (after a dry weekend, why does it always rain when it is time to pack up?) and load the car, then off to the White Mouse at Chale for lunch and goodbyes. After which it was tops down again (well, some of us did) and off to the ferry, this time arriving with plenty of time to spare. Back in Southampton it was only left for us to make our way back home to catch up on a little sleep. Thanks again to the I.O.W. Area for an excellent weekend

Allan and Jan

CANNOCK

Well I've been sitting by the phone night and day hoping that some fellow Club members in the Cannock Area would get in touch; sadly not one call so far. Come on people - let's get the group back on it's feet! How about a drive out one night, especially since the evenings are lighter now? Maybe a get together at the International in July? Or how about meeting up at Hatton craft village near Warwick on **Sunday 30th June**? It's an easy place to find and there's something for all the family to see and do. Oh yes - there'll be Triumphs there too! Does free admission tempt you? Give me a call to find out more. I'm on 01543 422062 or email triumph-

DERWENT VALLEY T.S.S.C. PEAK RUN

June 29th & 30th 2002

**Ambergate Sports
and Social Club - A6**

Event Supported by
L.B. Plastics, Nether Heage

SATURDAY 29th JUNE

Classic Car & Bike Show Formal Concours Dog Display Team
Trade Stands Kids Games Beer Raffle Live Music BBQ
Kids Fare Rides Real Ale Tug-of-war Archery Camping

SUNDAY 30th JUNE

The Peak Run Grand Raffle Peoples Choice Concours

Contact Area Organisers Kev Stubbs on 0115 9550893 or Pete Rose on
01773 857342 for further details. Information also available on
www.derwentvalley-tssc.fsnet.co.uk

Name _____

Address _____

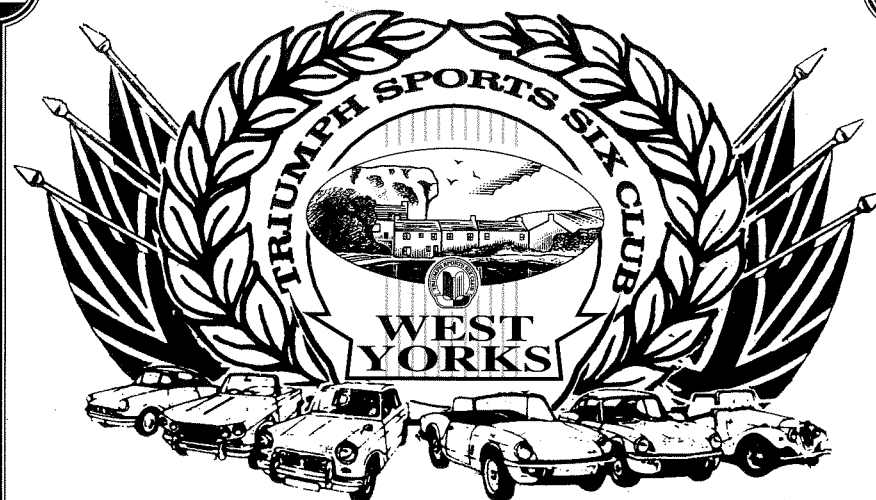
Car Make and Model _____ Registration _____

Price per Classic Car/Bike: Saturday £2 ☐ Sunday £10 ☐ Sat & Sun £10 ☐

Camping: Friday £5 ☐ Saturday £5 ☐ Friday & Saturday £5 ☐

Local B&B's available (details will be sent to you).

Return Form with Cheque (made payable to Derwent Valley TSSC) to:
Don Heathcote (Treasurer), 14 Paxton Road, Tapton, Chesterfield, S41 0TN



12th WEST YORKS DALES RUN & BARBECUES 21st, 22nd & 23rd June 2002.

Starting from Ilkley on the Saturday morning, (10-30 a.m.), a 70 mile convoy run through the limestone escarpments and pavements around Malham, with great views of the famous cove and tarn, the route wends its way between the Three Peaks to a lunch stop at the Station Inn over looking the Ribbleshead Railway Viaduct. After lunch the route via Hawes and the ancient village of Gayle, takes to the High Fells and drops down into the beautiful Langstroth Dale before entering the camp site. A barbecue and entertainment will follow in the evening.

A shorter run on Sunday before lunch will be followed by an informal concours and a barbecue to complete the weekend. Please note that you should bring your own food.

Join us in the most beautiful scenery in England viewed from the best view point-your Triumph! Camping is available at The Hawkswick Caravan Park, Arncliffe, Nr Skipton, North Yorkshire at a cost per night of £1-50 per tent/Caravan, £3-50 per person, and £1-50 per car.

Electric hook-ups cost £2 per night.

Weekend price is £10 per car and driver plus £1 per additional passenger.

One day price of £6 per car and driver plus £1 per additional passenger. Children under 16 free.

To attend the 12th West Yorks Dales Run please complete and return this slip, with your remittance to: **G.T. KEMP 40 RAVENSMEAD, PURSTON, FEATHERSTONE, WEST YORKS. WF7 5AQ.**
(Make cheques payable to R.Waddington, Not TSSC.)

NAME: _____

ADDRESS: _____

PHONE: _____

CAR: _____ REG. NO: _____

CAMPING REQUIRED?: YES / NO _____

NO. OF ADULTS: _____ NO. OF CHILDREN: _____



DERWENT VALLEY . . . DEVON

DERWENT VALLEY

After an absence of 3 months writing the Area Report I'm back, and I'm sorry to say that I need to have a moan. Now I don't want everyone to think that I'm getting at them and I certainly don't want to put off any of the newer attendees or prospective attendees at our meetings but some things need to be said. For the record: Running a local Area is purely voluntary, no one gets paid its done for the sheer pleasure of it. In order for local Areas to work we all need the cooperation of the members, a little bit of give and take is all that is required. When asked if you would like to distribute any event flyers or to Display a poster in your car, an object refusal can feel like take, take, take. Describing our Area meeting to a new attendee as "not the real TSSC" is to say the least a little uninformed, and this from a so-called Derwent Valley member who is "proud" not to be a proper paid up TSSC member. The area meetings are indeed the very heart of the TSSC, the grass roots if you like, it is why we are in it. Lastly (moan nearly over) each month a little light entertainment is laid on. It doesn't come out of the magical TSSC entertainment box, it has to be thought up, organised and there has to be somebody to do it. There was a very embarrassing and deafening silence when volunteers for June's meeting entertainment were requested. That's it, moan over. I don't want to get too negative, we are on the whole, a hugely happy and active Area. Just check out the events list at the end of this report, and with 30 people at May's meeting we are doing most things right. To carry on doing things right we need you to sometimes volunteer to help out. Just every now and then, even once a year would be fine.

May's meeting was very well attended and started off in the car park with a truncheon oiling session. Nothing at all to do with the fact that one of Don's trunions on his GT6 snapped on Sunday. A rather miffed Don was heard to say, "oiling 'em don't do no good" because, as the evidence showed Don's trunions were well oiled. Anyone got any ideas why it broke? The oiling session was supposed to be a DIY affair, the Club just supplying the hardware. However I got a bit carried away with everyone's nipples and well oiled up. Even Jumbo (Mk IV Spit) with her inverted nipples got oiled. Only those with blanking screws missed out. Don provided the entertainment for the evening which was indoor games. Winners were team 2 led by Rory with team members Richard C, Mike, Laura, Kev Had and yours truly. Prize was a big bag of chocies.

The Peak Run is just around the corner and things are moving along very nicely. Part 2 of last year's report in this edition of

"The Courier". Moss were, in the end, unable to sponsor the Peak Run this year and the more observant of you will have noticed that they no longer appear on the Peak Run adverts as a result. There is no problem with Moss as WE ran the adverts knowing that the sponsorship wasn't confirmed. For those of you camping at the Peak Run I need to let you know that following a change of ownership of Ambergate Sports & Social Club caravans are no longer allowed, so I'm afraid that it is canvas only for you campers. Another feature of the Peak Run that hasn't been pushed very hard is the Tug-Of-War competition. Teams of 8 plus optional coach and reserve are invited to register for the competition for a team trophy and individual gold medals and the glory, of course. If you don't have a team you can join an "all stars" team on the day and make new friends ... as you do!! Anyone intending to come along to the Peak Run (now a TSSC National Event) who hasn't already booked please do so ASAP, it helps us tremendously with the administration if people can pre-book.

The events season is really hotting-up now. On May 6th 6 cars from Derwent Valley went on the Misson Run in and around Doncaster. Amazingly 6 cars also made it back again. Polly - (Spit 1500) made it around the 85 mile run and back to Derwent Valley complete with smoke screen, which is normally only an optional extra on James Bond's Aston Martin DB5. Polly is laid-up until Kev and I can test and fit the 50 bargain spare engine (I'm holding Kev's coat). If the spare proves to have been too good to be true, then The Peak Run will be done in Xena (13/60 Herald) or it's going to be the quickest engine rebuild this side of Mississippi.

Forthcoming events our Area will be attending as follows, further details on our website

www.derwentvalley-tssc.fsnet.co.uk

Tue 4 June, leaving Ambergate at 8.30pm prompt. Mini Run, around 90 minutes out and about in club cars.

Wed 19 June, from 6.00 pm - Classic Car & Bike Show, Blacksmith's Arms pub in Renisaw. (M1 Jct 30, head west for 1.5 miles and it's on your left). Highly recommended, free entry and all for charity. This year it's for Weston Park hospital, so come on South Yorkshire Area why not put a posse together.

Sat & Sun 29/30 June - Derwent Valley Peak Run, incorporating Classic Car & Bike show. Not to be missed.

Saturday 20 July - Off road Buggy Racing. 250cc engines, 6 speed sequential gearbox, wishbone suspension on 4 wheels, figure of 8 head to head racing. Not for children, but how much fun. Places limited to 12 people, 10 deposit secures your place.

Sat & Sun 3/4 August - Trip to Stonehenge in Club cars. And why not?

Sun 11 August. Visit to Club HQ open day and then onto Leicester Area Sunshine Rally. Another top event.

Sun 18 August - Ashover Rally (note post 1975 cars excluded from concours).

Sun 1 September - Visit to Cadbury World in Bourneville. Club cars or otherwise, it's the chocolate!

Sat & Sun 14/15 September - Darley

Dale Festival of Transport. 2 day event. Always a good turn out.

Fri, Sat & Sun 20/21/22 September - Norfolk Area Mile of Triumphs.

Very Highly recommended. Bookings now being taken.

Contact Joe Craske of Norfolk Area. Large Derwent Valley contingent attending.

Finally, we must bid a very reluctant but equally fond farewell or "Auf Wiedersein" to Sandy and Marie Clarke. Members of the TSSC since 1988 and proud owners of a gorgeous Inca Yellow Spitfire 1500. Sandy and Marie are long-standing Derwent Valley members and are off to live and work in Germany. They are also having the Spit shipped over to Germany after the Peak Run. Such dedication. We wish you all the very best and happy motoring on those German autobahns, won't be long before you become TR owners eh?

Don't forget, next month's meeting is a mini run leaving at 8.30 pm so please be prompt. That's it for this month.

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

Pete

DEVON

The Dolphin in Beer was popular on the bank holiday weekend... but not with TSSC members! Perhaps that wasn't such a bad thing in the end because the whole of Beer was packed and parking was quite a feat. Nice to see Chris and friend (sorry - can't remember the name) there to stop us looking quite so silly. The weather actually turned out pretty good after a mixed start to the day (left home in hot sun, roof down, shades on, then drove through torrential rain on the A38, still roof down, luckily rain stopped when we had to slow down at Exeter) and we enjoyed a walk around Beer and a spot of ancestor hunting.

By the time you read this, Powderham entries will be officially closed, but we will book one or two extra places for the Club stand so any last-minute changes of mind will be fitted in on a first-come-first-served basis - so if you suddenly feel like joining us, give us a ring. If you aren't bringing your car along, Powderham is always a really good show - certainly one of the best in the Area - so please come along and enjoy the day. It's on the weekend of **13th-14th of July** (the same weekend as the Stafford Show, unfortunately - but much closer to home!)

If there is enough interest, we will book a stand at the Branscombe Air Day (**28th July**), which was an excellent day out in 2000 (cancelled last year due to Foot & Mouth). If you fancy coming along and seeing some Spitfires of the flying variety as well as the more familiar ground-based ones, please give us a ring or email us as soon as you can. There was even an 8-litre (honest!) V8 motorbike there in 2000.

Now for some more "dates for the diary". Next Sunday meeting (if you get your Courier early) is **2nd June**, which is a BARBECUE at our house in Princetown. We're the last house on the Tavistock road past the prison, next to the speed limit

GATWICK . . . GLOUCESTER HANTS & BERKS



sign. Give us a ring or email if you need directions. If it's bad weather, we will retreat to the Plume of Feathers down the road. The **July 7th** meeting will be at the Hunter's Inn, near Woody Bay on the north Devon coast. **August 4th** will be a TREASURE HUNT organised by Bob (thanks Bob!), details to be decided as soon as possible. **September 1st** will be in the Mucky Duck, Lydford. Those of you with Internet access will be pleased to know that we've finally got round to updating the calendar with all the Sunday meeting venues for the year (sorry it's a bit late!) That's about it for this month. Let's hope we have a good summer this year.

Rob & Helen

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

GATWICK

It may be June as you read this but at the time of writing it is early May and we have just had some of the best weather you can get for our cars ... let's hope it continues!

John and Vivienne, Peter, Chris T, Maria and myself all travelled up to HQ for a visit on 21st April. We stopped off at Jigsaw on our way, where we were made to feel most welcome; highly recommended. HQ was also very welcoming with a small buffet laid-on. John Muggleton gave us the grand tour which was fascinating, particularly in the car showroom. Before we knew it, a number of us were crawling around the cars, on an early Vitesse painted in grey, restored to an amazingly high standard. The day went by far too quickly and it was soon time to return home. We will definitely be returning to the HQ in the near future.

Sunday lunch on 21st April, the last one this spring was a quieter one but with beautiful weather for the Triumphs that came out. Unfortunately, I was unable to make it, so I don't have all the details!

The family and I went over to the Isle of Wight Weekend early (on the Monday before) to make the most of this beautiful island. We were joined by other members on the Thursday with Gatwick members turning up on Friday.

This really is one of the best organised TSSC events, just so much to do and lots of friendly faces ... well done Garth and the gang!

Maria and Chris entered the Treasure Hunt again but sadly were beaten to first place by half a point! Frances, myself and the kids entered the Autogymkhana with one of the events having the driver blindfolded and being navigated round a course by the passenger.

What a scary event that was ... (I was driving). Someone said it was my usual standard of driving! I'm just glad we weren't in the Spitfire (The Beast).

Congratulations to Richard Stubbs (ex AO for Gatwick) and Clint Grimmer for taking on the posts of joint Technical Secretaries. We all wish you the best in your new roles!

Also congratulations to Suzie, Southern Area Organiser, on her new role of Spitfire Mk1, II and III Register Secretary. Where

does she find the energy?! Good luck.

Monday's meeting saw numbers down, probably due to the Bank Holiday and members still in the IOW. We were delighted to be joined, however, by new member Vic, who has owned a Spitfire MkIII for 12 years. Unfortunately, he didn't bring the car but did bring some photos of it. We hope to see the car and Vic at the SEM.

I hang my head in shame now, as I forgot to renew my membership! With everything that has been happening lately, I clean forgot but all sorted now!

Sussex Area are going to pay us a visit, which will have happened by the time you read this. Clive, the Sussex Area Organiser phoned to arrange a date and we thought the 20th May would be good. If all goes well, we will make a return visit to them in the future.

The advert mentioned last month in The Courier for the Bromley Show had shrunk from a half page to less than a quarter page. We are hoping to make a big impression to Triumph owners at the show and need the support of your cars and your good selves to make it a success.

EVENTS COMING UP:

3rd June - Crawley Classic Car Show. Gatwick Area Club Stand.

30th June - Bromley Pageant of Motoring. Gatwick and Surrey Area Club Stand. Birthday celebrations.

6th and 7th July - Ardingly Vintage Vehicle Show. Gatwick Area Club Stand.

13th and 14th July - International Weekend - Party on.

27th and 28th July - Classic Car and Country Show. Queen Elizabeth Foundation. Surrey Area Club Stand.

3rd and 4th August - Lingfield Steam and Country Show.

Gatwick Area Club Stand.

Next Gatwick Area meetings are on **Monday 3rd and 17th June** at 8.00 pm at Rowfant House. See you there.

Tony

GLOUCESTER

Ha Ha Ha April fool. The only trouble is that it turned out to be me. Or was it? We had eighteen at the Area meeting. Now some of you may be a little surprised at that figure, but if I tell you that eleven turned up on the 15th and seven turned up on the 22nd then all becomes clear. I'm sorry it was my fault. I put the wrong date in The Courier.

Thanks to Barry for going to the pub on both the right and wrong dates to greet the members that turned up and oh boy, did he let me know that I'd made a mistake, then again doesn't he always.

The slightly longer evening helped to keep us outside a bit longer (on the 15th) although the brisk evening air took its toll and eventually forced us into the pub but not before we had several attempts at curing Jane's carburettor faults. Failed again.

The running problems didn't stop both Ian and Jane taking part in the Worcester Area's run on the Blossom trail though and as a result they had a thoroughly enjoyable day out. Oh, and let's not forget thanks to the Black Forrest Gateaux Fairy for supplying copious amounts for Ian to indulge in!

Now, whilst on the subject of Ian, I have a little story to tell: Bearing in mind that Ian is potentially going to be organising some of the Area events, would it worry you to know that he can't even turn up on time to catch the ferry back from the Isle of Wight Camping Weekend. It worries me. Hard luck Ian I had to tell, and without being bribed either.

By chance I bumped into Alex at Safeway's. I enquired as to how Stuart was getting on with his Spitfire. Apparently excellent progress has been made and the car had been MOT'd that week. Alex assured me that we should be seeing them at the next Club meet.

Now as this article will be printed after that meeting has taken place we should by now have had a look at Stuart's handy work. If they didn't turn up then ignore this and shame on you both.

We are always looking for ideas on things to do in the Area so if you have any suggestions please let us know.

Events:

Sunday June 9th London to Brighton Classic & Sports Car Run. Start at Syon Park, Isleworth.

Sat & Sun June 15th & 16th The Lister Petter Rally, North Nibley.

Monday June 17th Area meeting at The Kings Head, Norton.

Sunday June 23rd Bishops Cleeve Jubilee Carnival & Classic Car Show. Contact Peter Badham 01242 672653.

Sunday June 23rd Motor Sports Association 3-day classic rally finish at Cheltenham.

Sunday June 30th Cheltenham country show & automot @ Cheltenham Racecourse.

Sunday June 30th Bromley Pageant of Motoring at Norman Park.

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

HANTS & BERKS

Plenty to write about this month, from overheard discussions on the Isle of Wight where the cry to '... put in before pumping...' was heard by half the campsite (apparently it was all to do with blowing up an air bed), to having the TSSC member of the year as AO.

The place to start is the Isle of Wight camping Weekend. A large Area contingent went over, those of us with young children staying in static caravans and the rest in tents. A good time was had by all, helped by the weather which, apart from the Monday, stayed dry and fairly sunny. I expect you can read a bit more about this excellent event in the IOW Area News. The following evening was our regular Tuesday meet, which was so well attended that we ran out of room in the bit of the



HANTS & BERKS . . . HERTS & BEDS ISLE OF WIGHT . . . MID KENT . . . WEST KENT

● HANTS & BERKS Cont

Jolly Miller we normally sit in. Maybe we will have to find a bigger venue. Nice to see some more new faces including Carl and Beckie with their Sprint. Club car numbers were down a bit as Roger came along in his wife's car (the make of which can't be mentioned in these pages - suffice to say it has an octagonal badge and is brand new) although we do now have a new Club car as Keith has purchased a nice condition Herald Estate.

The final event to report on was the South of England Meet (SEM) which was celebrating its 21st Anniversary. We had our Area Autojumble stall which seemed to do good business with many old (and new) faces were wandering past. Nice to see you all, in particular Dave Hearndon who was our AO for more years than perhaps he cares to remember. If you were there you might have also spotted the Area gazebo on only its second outing. We bought this rather smart green thing to protect us from the worst of the weather at shows etc. from the proceeds of umpteen raffles, the GT6 bits, etc.

So if you are any events this summer you should be able to spot Hants & Berks sheltering from the rain.

Which leads neatly onto upcoming events. Looking longer term, there is the International in July, the TSSC 25th Anniversary in August and maybe our own event in September to be discussed. More immediately, we have a Sunday pub lunch meet on **June 23rd** at a venue to be confirmed. Come along to the next meeting or give Craig a ring for more information. And finally, the next regular meeting is the **first Tuesday** of the month meet at the Jolly Miller on **Tuesday 4th June**, 7.30pm onwards. 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 just come along to the meetings. Look forward to seeing you all there (and don't forget your Club car)

David

● HERTS & BEDS

The weather was good at April's meeting, there was more than a dozen cars in the car park and over 20 people turned up. Robert who had been searching for a Vitesse for a few months turned up in a Valencia Blue Vitesse MkII. One of the twins said the holes in the wings were meant to be there for extra ventilation to the engine. Yeah right! He has already

patched one wing, it is low mileage and only two owners. Phil's Herald was on T.V last night [Sunday 7 April] hope you have a video of it Phil, I'm sure people would like to see it. Alan was in the GT6, Jo wasn't with him as she was poorly, hope you are better now. Matt turned up in his company car like the colour scheme but I'm sure it would not suit your Herald.

We had a vote on changing the meeting but it proved indecisive so we decided to think about it and try again next month. We are going to do the trip to H.M.S Triumph in **Sept/Oct**. Sam is arranging a camping weekend in August probably the second or third weekend - bound to be a bonfire there eh Sam? And yes Pat, when I left, your other half's car was the shiniest in the car park. Anybody is welcome to come to the meeting whether you have a car on the road or whatever the condition.

Second Monday [at the moment] **10th June** 8.00pm the Bull Whitwell.

Bye for now

Les

● ISLE OF WIGHT

Just a very short write up this month, look out for a full article on the camping weekend in *The Courier* shortly.

Well firstly what a cracking weekend even if I say so myself, thanks to all those that lent a hand over the weekend, Jason, John, Nigel for helping out during the autogykhana on the Sunday, Derek for the quiz, lastly not forgetting Ellie for all the help and support she has given me. I have said for the past few years that "I am not doing another weekend" but this time due to forces outside my control I mean it. As most of you know I was made redundant just before the camping weekend and the chances of getting another suitable job on the Island is not very good, so it looks like we will be moving in the next few months. I will be sorry to leave, but I am sure that whoever takes up the reigns will do a good job and I will give any help I can for organising the weekend next year. I could do most of it from the mainland! But this would be a good time to get some fresh ideas from someone else, Nigel! What I will do is write up a guide to running the weekend in its current format giving all the dates when you need to get things done by and the people you need to contact.

On a final note we have a new member, Colin Dawes who teaches car mechanics at the Technical college. Finally if anyone wants any bits and bobs, please contact me as I am having a clear out before we move and I have been collecting spares for the last 25 years! Till next month

Garth

● MID KENT

Hi all and Happy June to you. Straight into the news We had a re-match of the Scaletrix night back in April, at Neil and Sam's house. Another good night of racing and beer-drinking. All the usual rowdy mob turned up, including Nick, who was extremely close to having a baby! The

usual array of bad driving, leading to not many races going the full term! Winners were as follows... Overall Boys winner was Ian, overall Girls winner was Nick, Boys TimeTrial winner was Mark, and Girls TimeTrial winner was Sam. Slowest TimeTrials driver was comfortably won by Sarah. This time round we introduced a new event, the Open Challenge, where everyone could bring along a car of their own and race against one another. This saw Jon's 20 year old Escort Mexico taking on the likes of Sarah's Caterham 7, fresh out of it's box. Funniest of all was Ian's glee at having just purchased a Scaletrix police car. (You would have thought that driving around in one all day would have been enough.) The overall winner being Mark who beat everyone with some very fine driving in a Porche Boxter.

The Area meeting for May was another busy one, with a surprise arrival of Adrian, whom we haven't seen at a Club meet for years! Good to see ya! Our newest members, Fraser and David came back for more, and were press-ganged into coming along to SEM. Let's hope David's got a bit more life in his brakes by now.

Congratulations to Jamie and Nicola who had a bouncing baby boy, Kelby, back in April. I'm sure Jamie will have wet the baby's head at SEM and lived to tell the tale (maybe!). We also have a new member of the family - a red 1967 Mark 1 GT6, which Colin can be seen bombing about in, leaving remnants of his tyres here, there and everywhere!

We should now be thoroughly entrenched in affixing our spare parts to our various cars following SEM, with our shopping lists written ready for Stafford.

That's it for this month. Coming up soon ... a trip to Sissinghurst Castle to see Phil's splendid shrubs and bushes, oh and the castle! Stafford in **July** ... so get those tents out and air them now!! Take care and see you soon,

Carol

● WEST KENT

It was very encouraging to see such a good crowd this month, thanks for coming all of you. As usual we seemed to split into two groups (which I hope to remedy next month), one discussing everything under the sun and the other talking technical. Anyway, I was unable to listen to both groups at the same time so Del has written me a report on the 'Engineering Section' as follows: "The 'engineering section' had a good session this month. Ian is getting his Spit sorted, having just rebuilt his o/d gearbox and refitted it. It should be on the road by June, he hopes. John had the tale of a short block Chevy 3.5 litre V8 that got snapped up quicker than bread in a duckpond. I think I would have liked that engine! I think John said it was originally mounted in a GT6.

Mike had the sad tale of his Vitesse failing its MoT - steering rack and suspension bushes. It's a pity that Rimmers bushes for front shock bottoms rattle around the collar like peas in a pod. Oops. Must try harder and not argue with the customer.

I had brought along photos of the developing work on my V8 Vitesse. The engine

now fits the chassis with mounts on the suspension towers. The bulkhead has been cut and rebuilt to accommodate the wider bell housing, and the Rover 'box remote has been shortened so rear seat passengers don't have to change gear. I also admitted that my Vitesse died on me in the middle of town!! It ran out of fuel on a steep hill because the fuel gauge sender isn't sending accurately. Good job Vitesse tanks have reserves.

Pete brought along his new Damson MkIII Rotoflex GT6. Very nice, with a smart set of Club Minilites. Sorry, Pete, but an awful lot of third gears whine. Harry has to sort out an electrical problem with his immaculate 1500 Spit. Must be a Railtrack electrician using the wrong kind of fuse/bullet connectors/earthing!

Just as we left the pub, four guys were failing in their efforts to push start a Lotus Esprit. Very satisfying to see and hear all of the Triumphs get away cleanly.

It seems likely to be a good turnout for this month's shows - SEM especially, and Gaydon. Mike at Ashdene - where are you?? Del." As Del says, Pete turned up in a 1972 Damson coloured GT6 which looked very nice and which Phil originally bought and then sold to Pete, as John says, "That's my boy", and next month we will also be graced by the presence of Nick and Angela's GT6 which is almost up and running - a treat to look forward to.

The subject of mice was raised again and John admitted that he had found 3 nests in the Spit. Who is going to top that one next month?

Harry and Sue attended the Isle of Wight Weekend and had a thoroughly good time as reported in the following contribution: "Friday - We travelled in convoy to Portsmouth and were booked on the 8.00 pm. sailing but due to heavy traffic and delays at Wightlink Ferries eventually sailed at 10.30 pm. Tents were pitched by midnight with help from our very good friends Ashley and Jennet who were facing the prospect of buying a large round of drinks for Ian, Jane and Co, from Cornwall had we not arrived by 4.00 am. Several beers and lots of laughs later it was time to snuggle into our respective sleeping bags for what remained of the night.

Saturday - Up bright and early, it was down to the café for 3 full Monty fry ups. Back to the site for the formation of the convoy of approximately 40 cars for a tour around the countryside. The magnificent weather was matched only by the smiles and waves from the people we passed.

After the evening disco we returned to the tents for a late night BBQ washed down with lashings of beer.

Sunday - after breakfast we again convoyed, this time to Haven Street Steam Railway via Brading Downs. Steve excelled in the autogykhana and was duly rewarded at the prize giving ceremony. Sadly our team didn't do so well in the quiz, though we were far from disgraced. **Harry, Sue and Steve.**

I had distributed a list of dates for June and July so I hope all those present got a good look and made appropriate notes so that this year we can do more things as a Club and not just a few individuals doing their own thing. We as a Club had been

LANCASHIRE

invited to the Kent Weekender by the AO of the TR Group but unfortunately there were no takers.

I have been spoilt for choice this month so I'll make the most of it and enclose all contributions. The following one is from John:

"Here is a bit more from the 'technical section'. Nick and Angela who have a GT6 asked what did I know about GT6s as that they get very hot and you cannot remove the top! They asked if I knew why they get so hot and when it is hot why the car won't start. After some questions I found out that it's a TR6 engine and has Stromberg carbs which are CD125s.

We had another long question and answer session and I asked if they had tried to remove the KN filter and fit a proper air filter. The comment was, "but it's dirty", my reply being "well clean it and cut some holes in it, wrap a pair of tight around it and try again, or maybe the TSSC HQ might know, or better still ring TR.GB as they are a good bet and have always been very helpful to me in the past. If you don't ask you will never know".

Tony's GT6 is now complete and the engine is fitted thanks to Keith's effort with the carb manifold but now it runs very rich and he said, "watch the fuel gauge move the wrong way". None of the carbs have been touched, nor the head and he has only had work done on the block so it's back to the garage this weekend and not to the SEM at Leatherhead.

Me blowing my own trumpet - my mauve/magenta/purple Spit with the yellow chassis is now back on the road and it has an MOT. It's been under a polybag in my back garden for 4 years whilst I did the work on my house, into which we moved 4 years ago and which has two double garages and a pit inside in the dry. I have 3 projects on the go; 1 Vitesse MkI which just needs the engine put back, the gearbox re-built and the diff checked; 2 Spits, an abandoned project bought last year when someone rang to ask if I knew of anyone who wanted them. I started these last year much to my wife's disgust as I was building a conservatory at the same time.

John

I'd better stop there or there won't be room of anybody else to get in a report. See you on **4th June**.

Mary

● LANCASHIRE

That time of the month again - and as seems to be the norm now is the THANK YOUs first! Mainly Ray and Suzanne for organising the Triumph Treasure Hunt for April's meeting! Although the weather was poor, we still had an attendance of 30 people - 3 cars took part in the Treasure Hunt - all finishing around the 2 hour mark - Well Done to new members Glenn, Carl, Jackie and Lorraine for coming first, then next was a speedy Owen and Marco in Owen's GT6 and third (and last, but not least) were Mark and Pam - thank goodness I had 3 prizes - so everybody who took part went home with a prize! Thanks for your support - but don't forget we wouldn't be a Club without you members

so your input and attendance to the meetings are for your benefit! No you! No CLUB!

A suggestion has been made that perhaps April's Treasure Hunt could be used as a Summer Sunday lunch outing, in the hope of attracting more members to get their Triumphs out - let us know and we'll organise it - we'll re-route the 3 winners to still arrive at the same pub though! One question on the run was "How many Herals are in the garden?" - 6 was the answer, owned by Tony, a man dedicated to restoring Herals - Tony you're welcome to the meetings, and better still so are ALL six Herals too! A couple of classifieds: new members Jackie and Ian are selling a Jaguar and a Herald - any interest please ring Ray for further info. Also, for sale a Vitesse Mk II - Mr. Ashton 01257 265217.

Club Triumph's Jeff Cox gratefully organised the Trough of Bowland Run on the 28th April - although the weather was pretty miserable, it still managed to attract 13 Triumphs, 8 people came over from the Wirral TSSC and Wirral Triumph Appreciation led by Andy Todd! Sadly Julie and John's TVR was having an electrical problem and they were bothered that the electric windows might get jammed and let rain in - it's okay to have those luxuries in the first place - none of those problems with your ol' Spitty John? After having stopped in Settle for some lunch, we then went onto Salfordburn for a mini Concours, with the Wirral's TR6 coming up trumps! Thanks Jeff - let's hope it's better weather next time!

Forthcoming events include Keswick, Derwent Valley, Stafford, Woodvale & Tatton Park - PLEASE let Ray know asap if you are attending, if you have not done so already. **Sunday July 7th**, Wyevale Garden Classic Car Show, Blackpool, organised by our very own members Shaun and Ian (Tel: 01253 317391) - Good Luck! **Sunday 21st July** Houghton Tower Classic Car Show, **Sunday 28th July** Keels and Wheels Boat Museum, Junction 9, M53.

Don't forget we're trying to show up that Essex lot this year at STAFFORD and show them that we can dress up too - our Fancy Dress theme is 70's wear, utilising the TSSC's Silver Jubilee - established in the 70's - Bill and Dave get raiding yer wardrobes!

At short notice, Julie and John have organised a Camping weekend in Aysgarth on 24th/25th May - hopefully you would have had an interim flyer advertising the dates, as unfortunately the Courier Area News would be too late to bring it to your attention. If you didn't receive one it means you're not on our Database, so let one of us know your details and hopefully you won't miss out in future!

Dave's BBQ will have been and gone by

Practical Classics
BROMLEY PAGEANT OF MOTORING
June 30th 2002

YOU ARE INVITED TO VISIT
THE SURREY & GATWICK AREAS CLUB STAND

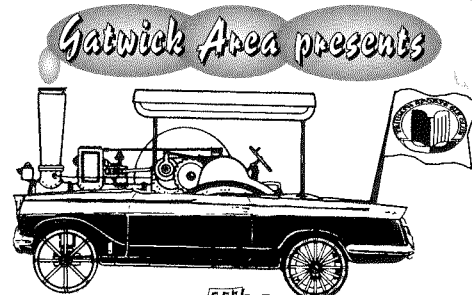
To celebrate 25 years of the Triumph Sports Six Club
& the 40th Anniversary of the Spitfire & Vitesse.

It also happens to be the 25th Anniversary of
the Bromley Pageant

So come along to the BIRTHDAY PARTY for a piece of cake

**ALL ARE WELCOME TO THE BIGGEST ONE-DAY
CAR SHOW IN THE WORLD**

If you have a smart Spitfire or Vitesse that could represent
one of the MKs, then contact Karen 0208 8733022
or Tony 01293 885420



The
**Lingfield Steam
& County Show**

**Saturday & Sunday
3rd & 4th August 2002**

Blue Anchor Showsite (A22)
Blindley Heath Surrey

**Other Areas and Individual Members
Also Welcome**
**For more Information Contact
Tony 01293 885420**

**TSSC NORTH EAST AREA'S
16th Classic Weekend**

Beamish 2002

BRITAINS FAVOURITE OPEN AIR MUSEUM!
FRI 2ND TO SUN 4TH AUGUST 2002.

FRIDAY: Welcome and Informal get together (2pm onwards).
Free Wine Cheese and Biscuits

SATURDAY: Autogymkhana, Browse round Beamish, Convoy returning for Barbecue
(bring your own food) we provide the salad. Games and Quiz.

SUNDAY: Sell your car bits & bobs. Informal Concours

▲Cost: £8.00 per person (Under 5's free).
& £4.50 per unit per weekend
e.g. Family of 4 with one unit = £36.50 (regardless of
duration of stay up to max. 2 nights)
▲Price includes Events, Camping, & Museum Admission
for full Weekend NB. There will be a surcharge of £1 per
person for non-bookings arriving at the gate.



BEAMISH BOOKING FORM

Name: No. in party
Address: No. of Units
..... No. under 5
..... Deposit @ £2.50/person
Type of car: Reg Number:

Estimated Date/time of Arrival

1. A £2.50 per person deposit is required when booking.
2. Make cheques payable to 'TSSC North East Area'.
3. Please enclose an S.A.E. to receive your confirmation/ information pack.

SEND THIS FORM TO:
Tony Usher, 42 Willow Grove, Horden,
Co. Durham. SR8 4SA

0191 5863372
ALL TRIUMPHS WELCOME!



North Yorks TSSC



21st Birthday!
Celebrations

PLACE - Ridding Park, Harrogate
OCCASION - 21st Birthday
DATE - 30th August - 1st September

Includes - Excellent facilities, pub, good food
swimming pool and great company!!!

See you there!

Send large S.A.E. to Judy Teesdale
Wits End, 30 Maple Grove, York. YO10 4EH

Booking Essential!!

Classic Car and Bike Weekend

Incorporating

The Mile of Triumphs 2002

Supporting

East Anglia's Children's Hospices

20th - 22nd September 2002 at Broad Farm Caravan Park,
Fleggburgh - on A1064 Acle to Great Yarmouth Road

Friday 20th - Meet in the Club House for an informal get-together and disco

Saturday 21st - Classic Car and Bike Show from 10 a.m.
People's Choice Concours, Sideshows etc. Lots of Trophies to be won.

Evening - Disco, Restaurant & Bar, Teddy Bear Auction, Grand Raffle, Dress
to the era of your car (optional; prizes to be won)

Sunday 22nd - THE MILE

Police escorted convoy to Great Yarmouth to measure the MILE. Followed by a
convoy through scenic countryside (arrive at Broad Farm by 9.00 am.)

Followed by Auto Funkhane - starts at 1.30 p.m. approx

Participants £4 per weekend (pre-booked)
£5 per person on the gate (under 16s free)
Spectators £1.50 per person (under 16 free)



For Further Details -
CALL Joe on 01493 728764
email: TriumphHUL@aol.com
www.norfolk-tssc.co.uk

Norfolk Area



100% Event raised £2000 for Charity



LANCASHIRE . . . LEICESTER & RUTLAND LINCOLNSHIRE . . . MANCHESTER

● LANCASHIRE Cont

the time you read this so reports on that in next month's! And Dave still has time for the Month's Technical Tip as well as organising convoys and BBQ's! FITTING A NEW ROCKERBOX GASKET? Remove gasket from rocker cover, scraping off any glued on pieces. Degrease with cellulose thinners. Run EvoStick glue along channel and attach new gasket. Apply thin smear of grease before fixing back on cylinder head. Do not overtighten!

May's meeting will hopefully bring all your cars out, so safe motoring! Just give us a ring or e-mail us with any suggestions of events you want us to organise for you and YOUR club!

Ray and Karen

rayalun@aol.com
or karengt6@hotmail.com

● LEICESTER & RUTLAND

Blank page syndrome has set in yet again! These deadlines come around too often, how about making the Courier quarterly, ed? (YES PLEASE - SEE YOU IN SEPT! ED) Not that the Area has not kept busy just that we are all desperately trying to get our cars ready for summer, which falls on 22 June this year so I am reliably informed, and its hard to drag myself away from the cold, damp and draughty garage to come into the warmth to write this article.

Thought summer had arrived last month with all the fine warm weather but just when we were getting used to it, back return the cold and wet days..

Just home from the South Leics meet at Tur Langton. Last month was standing room only, this month we were the only people in the pub. Has the World Cup started early?

Firstly, the Treasure Hunt which took place on Sunday, April 14th. Good turnout of Club cars which enjoyed a leisurely tour of North Leicestershire, on a well organised course. Congrats to Geoff and Sally, new members, who showed us all how it is done by completing the 30 mile course, victorious. Terry, how did you finish with only 29 miles on the clock! Also great to see the Derwent Valley area taking part.

Please note. Due to the Jubilee celebrations next month, there will be **no South Leics meet on Tuesday 4th June**.

Hope to see you all at the Standard Triumph Day at Gaydon on 26th May. The Club have arranged to meet and proceed in an orderly fashion (but not a convoy, honest) so as to arrive all at the same time and park together. It's called bonding, not a convoy. Report next month.

Also numbers are coming together for the trip on **Sat/Sunday June 9th** to Gunby Grange in Ingoldsby. We understand Peterborough and perhaps Lincolnshire will also be in attendance. Talking of Chris, we notice that he is spreading himself about a bit these days. Not yet seen him mentioned in the Lothian Area news but given time, who knows!!

A final reminder to those lucky people who won trophies at the "2000 Sunshine Rally" and have not yet returned them to me. Let's face it, you have been allowed to keep them for two years as it is. Tony "no kneecaps" Smith is warming up the engine of his Reliant Robin and will be visiting your area shortly. Do not disappoint him when he knocks on your door.

Well, that's all for this month, dictionary is back in the bookshelf and I am off out into the garage to tell the cars a bedtime story! You do not need to be mad to be a Triumph owner but it helps.

Dave

● LINCOLNSHIRE

Well we were there ... where were you? April's meeting at Billingborough ... ring any bells?

I had a great drive down to Dave's, topless of course, beautiful evening, Spitfire going well, found the pub, very nice ... bit pricey but can't drink much when driving anyway ... oh well, better luck next month. Thank you to Rosie (GT6 MkII) who did find the pub, it was very nice to meet you and we hope the poor turnout didn't put you off. If you can't make the more northerly meetings we'll understand and promise we'll be back in your area soon - you never did tell us which was the good pub! Also, apologies to the couple in a Herald Conv. who were driving out of the village as we were entering it. I forgot to put a time, my fault, it's always 8.30 pm for the next time.

Next meeting on **25 June** is at 8.30 pm at Louth. After much deliberation I've gone for the Woolpack pub which is on Riverhead just off Eastfield Road. From Louth town centre head for the cop shop and fire station, before you get there turn left down Riverhead and the (very nice) Batemans pub is at the bottom. This should be fairly convenient for Graham who currently holds the record for number of meetings accidentally missed - look forward to seeing you there? I know we have loads of members over Louth way, 'cos we used to hold a meeting at Manby and it was always well attended ... summers' evening by the river anyone?

The Regular crowd are off to Beamish ... want to join us? Don't worry about not being part of The Regular Crowd, we didn't know each other once. Main requirements are simple, enjoy Triumphs but don't necessarily drive them often and have a sense of humour (if you own a Triumph you'll automatically qualify). Additional optional requirements include a penchant for red wine and travelling in uncomfortable old cars (see first automatic qualification) - simple? Give it a go.

Remember **25th June** at 8.30 Woolpack in Louth. The phone number given at the front is for meeting enquiries only, or for

suggesting where we should meet next?
Bye for now

Nick

yellow_gifire@hotmail.com

● MANCHESTER

Hi Every body, We have had quite a busy month. We held a Sunday meeting at the White Hart for new members and for members who cannot attend our usual venue, although there were no new members present it was quite well attended by the usual loyal members. Thank you for your support.

16 members attended our regular meeting on 1st Tuesday of the month at the Rope and Anchor where the main order of the day was discussing arrangements for our Mr Men theme at the Stafford International every body has agreed which Mr Men or Miss they will represent. We have just had our annual weekend in the Lake District stopping at the Meadow Croft Hotel at Ings, where as usual Ian and Rosie made us welcome.

Debbie got slightly tidily on Friday night and proceeded to use our maps to make and fly paper planes around the hotel lounge I must say some flew better than Tony's Vitesse does at the moment.

Saturday saw us with our tops down for a seventy mile run which include a trip to the South Lakes Wild Animal Park which is well worth a visit. Most of the animals are allowed to roam free as Frank found to his cost when a Lima took a fancy to his knee and decided he was well worth a nibble. The run it self was virtually trouble free with the exception of Lesse's alternator on his Spit and after a few offers of a jump start from certain women he finally got a jump start from Donald and Hugh, and got back safely to the hotel where repairs were carried out on Sunday morning with the help of Halfords. (Thank heaven they are open on a Sunday.)

Paula and Dave won our picture quiz and raffle and managed to accumulate some fantastic prizes. Pat and Colin came in the American Spit which they have just restored in fact they were putting the finishing touches to it minutes before they set out so congratulations to them for a job well done. Sunday morning some of us called into a camping exhibition to look at tents for our forth coming events and as usual you guessed it was pouring down and the field was a quagmire.

We held the second of our meetings at the White Hart it was good to see Gary, Paula and Dave and seven members attended. We might hold a couple of Sunday meets at the Rope and Anchor our usual venue what do you think? Please give us your views. The second of our Tues Area meeting was well attended with 14 members. Welcome to our new member Paul with his white MkI Vitesse and his mate Kevin who owns a Triumph Stag. There was plenty to discuss including the cartoon theme at Stafford where it seems Debbie, Laraine and myself have been scouring the charity shops for Mr Men memorabilia and every body is busy using their artistic skills (I hope). We would like to express a very special Thank you to Derrick for using his expert engineering

NEWBURY . . . NORFOLK NORTH EAST

skills in producing some equipment to enhance the Club stand.

Pat and Colin who have just finished restoring their American Spit had a small accident with a vanity mirror, spot of sun and a newly covered car seat resulting in the new seat cover melting, so here is a useful tip to all of you out there (check where the vanity mirror is positioned when parking in the sun). The date for the next area meeting will be on the **11th June** at the Rope and Anchor this is due to us attending the Tatton Classic car show on our usual Tuesday.

Finally I have heard of fair weather drivers that won't take their cars out in the rain but Frank and I have actually witnessed a brand new trailer being dry stored in a certain couples' dining room!! Name and address supplied. That's all for now folks

Dip and Frank.

● NEWBURY

Hi all. Summer should be truly with us now so hoods down and roofs open. There is nothing like a bit of topless driving in your Triumph. For my part having driven the Vitesse through the winter it is now nice being able to open the roof and feel the sun on my head. And yes, Dennis I have also polished the Estate ready for the coming season.

The evening visit organised by Sean to the Atwell - Wilson motor museum on the 24th April went down very well. On the journey there we had to put Eddie and Gail in the middle to stop them escaping in their TVR. A bit like a caged tiger if you know what I mean. On the way down we met up with Nigel. He was half way through his evening beverage, as a result had to finish rather quickly and make a pit stop dash to his GT6. On arrival the owner was seen eyeing up Andy B's Bond. I don't think he had seen one before and Andy didn't say whether he had been made an offer! It was great that Bill and Karen, Swindon Area, also joined us as they only live just up the road from the museum. There was much to see in the way of cars and bikes ranging from the 1920's to the early 1980's. Hmm - Yes, some of the cars were newer than the ones we drove to the museum in. I must say that the owners were friendly and as a result we were made to feel very welcome. The journey back was made in moonlight and of course all the Convertibles had their hoods down. However, I did have some problems driving back in these conditions as the hairs started to get into my eyes, still no blood was lost! The people and cars were - Andy and Son Bond, Bill and Karen Triumph 2000, Colin and Sandy Vitesse, Dave and Mary Gitfire, Eddie and Gail TVR, Ian Spitfire, Nigel GT6, Sean and Diane Herald. Thanks go to Sean and Diane for organising an excellent evening.

Camping/B&B weekend on **21st-23rd June**: details of times, maps to get there etc. at the meeting on **12th June**. Ian has bought a tent now and so will be braving the elements. Bring an ice scraper and hot water bottles if last year's experiences are anything to go by! During our visit to the camp site I noticed it is very near the track

bed of an old railway so there should be a few ghost trains in the night to add to the fun. There is also a good fishing lake so bring your rod along too. For our trip back we have found a good pub with an excellent location for the old Sunday lunch. Mind you I kept very quiet about who we were and what we drive just in case they bar us as the landlord may think he is going to get a load of ageing hippies descend on him. All I can say is "Peace-Man-Peace"!

LRP Up-date. The Vitesse Saloon is still running ok on LRP after some two and half years and 12k miles of normal daily use. Though I have noticed that my local Texaco has reduced the number of LRP pumps to only two. So far this is the only garage to do this and I wait to see what happens next with the other.

Next meeting: **Wednesday 12th June** (main meet) and **Wednesday 26th June** at the Spotted Dog, Cold Ash

Events:
21st-23rd Area camping & B&B weekend in Bourton-on-the-water
July 12th-14th TSSC International at Stafford

July 13th Shalbourne Fayre
July 14th Newbury Classic Car Show
See you all at the next meeting. Keep 'em flying.

Dave and Mary R.

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

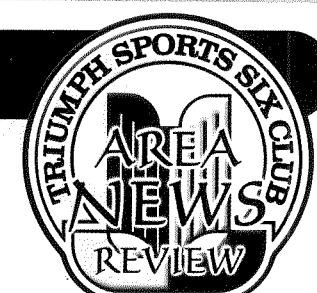
● NORFOLK

Nine cars braved the weather to attend the Breckland Show on the Bank Holiday. It was cold and very windy, about the most that can be said is that it stayed dry. It was our first show of the season, there was plenty to see and do and I think everyone enjoyed himself or herself even if every conversation was punctuated with sniffs. Late in the afternoon the sun came out and it became much warmer so everyone had a pleasant journey home; I must say I enjoyed going topless again.

Our meeting last evening 7th May was attended by 26 members, 4 of whom were newcomers so a big welcome to Richard and Michelle, also John and Carolyn, hope to see you all again. Actually, in the case of John, it is more a welcome back as he first joined the Club back in the eighties.

In keeping with tradition the first two raffle prizes went to the newcomers. Unfortunately our policeman had to cancel his talk on road craft again, so here's hoping for next month. In lieu we just had a noggin and natter. Dave went through a list of the forthcoming events and I was pleasantly surprised at the positive response from the members but also aware that we are reaching only about 10% of the current Norfolk membership (what do other AO's find, I would be interested to know) which makes me a bit down hearted.

Derwent Peak run is still looking good with 7 cars definitely booked and more than usual showing an interest in Stafford. However, when Dave mentioned the Christmas meal there was a gasp and no-one seemed interested but as he said if you do not get in early then you can miss out on venue, so please give it some



thought or we could finish up at McDonald's.

I have noticed in The Courier that Suffolk have not registered so far and I wondered if this is an oversight or that they have unfortunately folded. If the latter is the case can we extend a warm welcome to any of them who would like to participate in our meetings and events? Being a "Geordie" I am totally neutral in this Norfolk/Suffolk rivalry and I am sure you would make a contribution to the Club, just so long as there is no-one from Sunderland!!! Only JOKING.

On **9th June** we are visiting Flixton Aviation Museum with the Stag Owners Club and the Skoda Owners Club, so let's have a very good turn out and, for a change, Mick's RENOWN will not be the slowest car there.

At the risk of boring people can I please ask those of you who are intending to come to the Mile of Triumph's in September to book as soon as possible, it helps with the administration and saves you money.

Forthcoming Events:

June 9th - Flixton Aviation Museum
Meet 9-30 am. Kings Head, Bawburgh
June 10th - Club Meeting
June 23rd - Two Counties Motor Show
Newmarket Race Course
29th/30th June - Derwent Valley
Peak Run
Convoy up on the Friday (Meet at end of Southern Bypass)
So that's it, here's to sunny days,

Joe & Sue

● NORTH EAST

Hi All. First off, Ian's talking Tarn run was a success despite poor weather causing problems for some of the Mini club cars joining in. Weather was fine at the destination and NE members met up with 5 cars from Cumbria area. Steve took over the late arrival slot from Andy catching up the convoy on route after managing to get his key stuck in the boot lock. There was an inadvertent effort to be almost SEVEN days late for the run by someone else who asked to remain nameless.

The moved meeting was well attended, Chris has been given a load of Herald spares by Dave and Tine to fill up his recently emptied garage again. Chris is currently finishing a build on a Gentry that is in its seventh year I think.

Mark Ramsey has replaced Colin and Sheila's Spit boot floor and rear valance and also fitted a full sports exhaust onto the car at the same time. Looking forward to seeing the car out again.

We are looking to have a birthday trip out at the end of the year, there are three NE



● NORTH EAST Cont

cars that reach the big 30 in the last few months of 2002, so we are looking for somewhere to go for a Sunday run out, probably for a bar meal. Are you interested in joining in? I don't know how southern Steve will cope with roof down motoring that late in the year though. He was attired in a fetching flat cap at the last meeting, given that and his low velocities in the Spit we reckon he secretly wants to be in the Volvo drivers club! (apologies to Mal who has a very nice volvo).

Remember it's BBQ at Whitley Bay for the beginning of June, look for the cars and new Gazebo in the Briardene car park from 3pm on Sunday June 2nd. Bring your own food we'll provide the charcoal.

The date is set for the Holy Island kite flying, Sunday 1st September. This date gives us a crossing time from 11:30am for the rest of the day so you aren't trapped on the island for hours if you don't want to be. It won't matter if we get lost on the way again. Start time likely to be 10:30am, (11:00 if you're called Andy or Steve, Sunday 8th if you're called ? (still nameless)). Get practising the flying, cricket and frisbee flying.

Good luck to Bill and Ashley on their trip to LeMans, sorry to hear Ashley's car isn't going but there is another Spit taking it's place. Remember to watch for Maria, light the cooker early to boil an egg, and leave the

campsite earlier this time!!!

Ann came to the meeting and wants more ladies to come along also. Let's have a big turnout for the BBQ.

Other events to note:

Lakes weekend **14th-16th June**, there's a lot of us going over, get in touch if you want someone to travel over with.

Sunday 23rd June - MG Northumbria Classic vehicle show at Bents Park, South Shields. Contact Mrs J Turtle, 10 Druridge Crescent, Newsham Farm, Blyth NE24 4SA to book. (Raising money for NE Air ambulance). Beamish **2nd-4th August**, please book up in advance. **17th August** - Burnhope vintage vehicle run, details on 01207 280101 or www.bvvr.co.uk. North Yorks **30 Aug 1st Sept**. TTFN

Steve's TTOTM

Get there quicker and use less petrol by releasing the handbrake at start of journey.

IMPORTANT NOTE

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

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

● NORTHANTS

Finally made the meeting in the Green Spitfire!! As regular readers will know, I didn't make the last meeting due to a stub axle breaking, but this time I made it unscathed. Good job really as we are off to the Isle of Wight shortly, and I sure feel more comfortable about a long journey in the car now.

Right, First things first: Welcome goes out to three new members attending their first meeting, they are Mike, Simon, and another Mike. Welcome guys, do hope to see you again at the next meeting and at some of our excursions. A good turn out of Triumphs in the car park also! I love it about May time, everybody makes that little extra effort to get their cars out.

Events we are attending this month (other than our I.O.W. trip) are Gaydon and Brean, anyone who is interested in joining us please ring, the dates are as published in The Courier. Due to high demand **THE TOBOGGANING DATE HAS CHANGED TO 28TH JULY, NOT 9TH JUNE**. Please contact myself or Gina if you haven't booked in already.

Congratulations to Chris and Jane Smart, they are expecting their own little Triumph in about 7 months!! Chris will have to get cracking on the Herald now! Knowing Chris he will design an ISOFIX system for the Herald (whether he ever makes it is another thing!).

Preparations for the International will begin at next month's meeting, so all those who wish to join in the plan, please come along. Next month we shall have a report on the I.O.W trip and the Gaydon run, so there will be plenty to read, this month I am struggling.

So see you all at The Bell Inn Finedon 8pm **2nd Wednesday** of the month.

Graham

● OXFORD

Hi all! Sorry to those of you who come to the monthly Area meets that we both didn't make April's meeting due to Andy's ill health and my flu bug. Not to worry Andy's, suspected angina turns out to be an under active thyroid problem now well on the way to being sorted out.

A bit of catching up to do so here goes: Had a very enjoyable Sunday lunch with the Test Valley Southern and Newbury Areas at the White Hart at Stockbridge (and yes Bob, we found the wild ducks).

We are in the planning stages to visit the Imperial War Museum at Duxford and looking for somewhere nice to go for a Sunday drive and a pub lunch - maybe in the Cotwolds. If anyone has anywhere they think maybe a good place to go then let us know. As you probably know we are looking for a new venue for Club meets and now have a short list of possibles so watch this space.

After thirty four years of front line service my baby is being retired to fair weather driving only, new respray and yes, Dr Paul Cull is working his magic on her ... Saloon to Convertible.

Finally some dates for your diary: Don't

forget the big one Stafford on the **13th and 14th of July** and Andy's favourite show the Wroughton Nostalgia Show on the **27th and 28th of July** (contact Shawn at Swindon Area for passes). But before that is the Churchill Vintage & Classic Car Show on the **9th June** please contact Mr D Chambers direct on 01608 658603 to arrange a pass. Well that's it for this time, keep 'em running.

Cathy & Andy

www.ajwtransport.co.uk

● PETERBOROUGH

The 13th was another one of those very wet nights, so only two Club cars in the car park. Oh dear: Two stories of woe to report, as both Colin and Fred have 1500 Spit engines expire. Any spare 1500 engine out there? Possibly we all ought to do the Practical Classics 'Lottery' for £1. It could come in handy for someone.

Paul in his Vitesse accompanied me to the Rushden Historical Cavalcade on the 6th. It was wet but turned out warmer and much drier later. Some very interesting military equipment about. The steam personnel were quite interesting with a wooden mobile phone complete with dial and a 12 volt tyre inflator for a traction engine!!

Steve Hayward won the Triumph of his choice from a display array brought by Paul Lumsdon. Many thanks Paul and it was interesting to see pre-production Corgi Vanguard models.

We may have some places left for the city of Ely Golden Jubilee celebrations on **3rd June**, plus open air concert and firework display!

I have a local friend who has just informed me he has a list of parts, such as Konis etc., for our cars. Hope to have that list shortly.

We look forward to seeing as many of you as possible at the next meeting at The Bertie Arms at Uffington on **June 10th**.

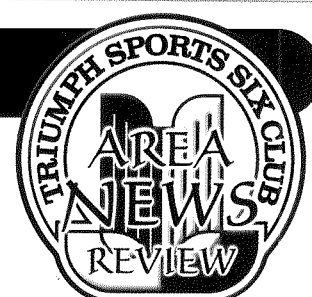
Doug

● SCOT CENT WEST

May 2nd saw a very good turnout at the Tinto Firs with around 20 members (including John, now fully returned to health albeit driving a very smart Riley 472 which he says is to be his winter car - we let him off as he promised to bring the Herald next month) and a good collection of Club cars gracing the car park which was otherwise quieter than usual so we had plenty of room. Lots of contrasting and comparing was done as newcomer Hamish, among others, tried to work out how things should fit on the Spitfire he has recently acquired. Even after having owned the car for 4 years discovered I was missing the rubber seals on the front wheel arches - just never knew I should have them! Brothers David and Fraser together with their father, also David (if I've got that right), attracted much attention with their newly restored Vitesse Convertible. It had only been on the road for about two weeks at the time of the meeting and it looked very well indeed. A credit to you lads!

Culzean Show **4th August**: Entry forms

SCOT NORTH EAST . . . SOMERSET SOUTHERN



for this are now available from me and should be returned by **1st July** if you want a place in the club paddock. A healthy seven signed up at the meeting.

Club Run: I distributed the directions for the run to Dunbar on the **9th June** at the meeting and left copies with Gregor Graham as there is an outside chance I may not make next month's meeting. Otherwise contact me for a copy or get them on the day, meeting point is the Bothwell Services, Southbound M74 at 10.00 am sharp.

Car News: Alistair Cowen (07790 849 383) is looking for a cheap Spitfire II or III as a rolling restoration project. David Owens (01355 903635 / 07879 426145) is selling a stripped down Herald 1200 Convertible, either as a complete car for reassembly or for spares. Huge list of new parts including a reconditioned chassis and Supaslot alloys. Mrs. Stewart (0141 772 6763) has a 1970 Herald 1200 going for spares or (a very brave) restoration.

Large parts of the front chassis are shot I'm afraid but engine miles are low and it sports a Vitesse bonnet which is definitely salvageable.

That's it for this month. Hopefully see you at the Tinto Firs on **June 6th**, otherwise see you on the run on the **9th**.

Yours aye

Fim

● SCOT NORTH EAST

Hi, First an apology to those of you who turned up at the Gordon hotel for the April meeting, we were actually at the Lairhilllock, Netherly. During the summer months we try to get out and about for our meetings, all the different meets are listed on the Triumph Classics Car Events sheet which I sent out to all the local area members, if you have not got a copy please let me know. While we are on the subject our next club night meeting is on **Thursday 27th June** at Skene house. As usual we will be meeting with the TR's and the Stags, please contact me if more information is required.

The classic events scheduled for the next month in our area are:-

Sunday 2nd June Fraserburgh Rally and road run.

Sunday 9th June Kildrummy Rally to Balmoral Castle, see the Queen (maybe). Sunday 16th June Fyvie Castle Rally, this event is organised by the Morris Minor Club and is in a great setting.

Saturday 22nd June R W Thomson Rally, held at Stonehaven over two days. The Saturday has the static event at the Baird and Sunday a run from the Market square.

Sunday 23rd June TRIUMPH DAY held at the Grampian Transport Museum at Alford. This is the big event for all local Triumphs with concours judging and a barbecue. The event is organised by the three local Triumph clubs and is open to all Triumphs. The organiser this year is Alan Gibb of the TR register, give me a call and let me know if you can make it. Let's try to have more TSSC cars there than Stags or TR's.

Sunday 30th June New Blyth Steam and

Vintage Rally.

Saturday / Sunday 13/14th July Glamis Castle Extravaganza.

Sunday 21st July Alford Cavalcade.

Sunday 28th July Duff House Vintage and Classic Rally.

The TR Register has organised a mystery run on **Sunday 30th June**, anyone interested in joining up should contact Graham Dillaway on 01476 22236. Any member on the e-mail system please send me your e-mail address and I can update you on any changes to the published events and let you know of any local spares or cars for sale. I know of a local Spitfire MkIII for sale mot'd (TSSC member) contact me for more details.

That's all for this month, see you at the next meeting. Keep driving your Triumphs. Regards,

Danny

● SOMERSET

Well, another month and, by the time you read this, we shall be going into the end of the first half of the year - it does not bear thinking of how quickly the time goes. CONGRATULATIONS to Ray and Linda as they are soon to have an addition to the family. I have been told by the proud Mum that everything is going well.

A while back I put in the news letter that we proposed a run to the Avon and Kennet Canal at Devizes. It is now agreed that the date for this run is **Sunday June 16th**. Quite a few are interested at the moment; time etc. would have been discussed at the May meeting.

Just recently Barb and I went to Holland on a coach trip which we thoroughly enjoyed. Believing that there are a few Club cars over there, I kept an eye out for them, but was very disappointed as I never saw one. The only older cars I saw were an old Austin Ten, circa 1936, (which I believe was a British-registered car over there on holiday or a tour), and a Ford Anglia 100E, which looked in good condition, parked by a private house. So where are all these Club Cars? Perhaps I will have to tickle up Olive and take her over there, and maybe she will attract them to come out!!!! Well, that's about it for this month, see you all at the next meeting.

Peter

● SOUTHERN

Just a few notes here on the Aero/auto Jumble at Popham Airfield on Bank Holiday Monday which Guy and I attended along with Bob, Sean and Diane from Test Valley and Newbury areas. Barry also came to visit us, none too happy when he arrived to see so much space on the field after his application had been denied on the grounds that there were no places left! The day started out rather damp and drizzly but being hardy troopers we both set out with roofs down and bundled up with scarves and heavy coats to brave the trip, taking along the Tea Wagon (the 1947 caravan) and the bike - just for the hell of it. The day turned out to be a good one, the weather improving gradually throughout

the day, even to the extent of the sun finally coming out - just as we were starting engines to leave the event!! Both bike and caravan did elicit quite a bit of interest and the tea wagon certainly came into its own with kettle being applied to stove several times. The automobile produced several items of interest, cheap NOS oil filters and carb repair kits, compressed air tools for both Guy and Bob, and tyres and a skid lid for use with Bertie the BSA. It turns out that there are various things happening over the May Day Bank Holiday weekend on the site with the car show on the Monday just being the final aspect to it so we all considered it a likely candidate for a camping weekend next year - certainly something which would rate further discussion on the subject.

The big event this month for our Area is the Swanmore Jubilee Carnival Fete. If you'd like to join us then please meet us at the Primary School, opposite The Church at 11am. We'll be following the carnival procession around the village, this to be followed by a picnic lunch. After this the action moves a little further north and we hope many of you will join us and come up to Cadley in Wiltshire where Guy and I are hosting the Southern Area Summer BBQ - also to be known as the Big Pre-Wedding Knees Up. You're welcome to join us there from 5pm-ish onwards. We'll be flashing up some large barbies and providing salads, bread, and soft drinks so just bring yourselves, some meat, veggie-burgers or whatever you prefer and your own particular choice of tippie and we should have a great evening.

Don't forget to put a tent in the boot or bring a caravan as we have enough lawn space for several and don't want anyone to have to leave the festivities early or have to be tee-total because of having to drive home. I might even manage a fry-up breakfast for those who stay the course and are there in the morning.

Please contact me on 01672 514241 or by email if you'd like to join us on this occasion and I can provide directions.

Mark tells us that the last Sunday lunch for the Spring at The Ferry Boat in Hayling Island was enjoyed by those who made it though unfortunately there was a little less provision that at some of our other venues for everyone to sit together. He said there was also a Valencia Bld MkIII Vitesse in the car park whose owners he couldn't identify so if you came along and weren't able to make contact please don't be disheartened and come along to one of our other regular or roaming meets.

Unfortunately, we missed this due to being away for two weeks on the canal boat. Alan and Wendy for joined us one weekend and Alan showed a natural flair with the windlass though I don't somehow think he'll be contemplating a new career



SOUTHERN . . . STAFFORDSHIRE SWINDON . . . SUSSEX

Thursday 16th June - Roaming meet at 'The Flowerpots' - Cheriton (off the B3046, south of New Alresford)
Saturday 22nd June - Swanmore Jubilee Carnival Fete followed by BBQ at Guy and Suzie's

Suzie

email: spitsec@hotmail.com
 website: http://triumphsouth.20m.com

SOUTHERN Cont

as a lockkeeper. Wendy did take the tiller briefly but seemed happy this time to let yours truly do the driving - strange how I seemed to find it easier to park a 60' narrowboat than a 12' Spitfire! I think they appreciated the gentle pace of life on the canals and we all enjoyed our own roast dinner on board just before they had to leave to go back to motorways and life at a higher speed.

May's regular meet proved so popular that not only did we completely fill up the car park we took our kind hosts up on their offer to move across from our 'snug' into the restaurant part of the White Horse - well, it as either that or half of us would have ended up sitting on the knees of the other half! Greetings to two new members, Paul and Darren and we hope to see you again soon. It was nice too to see that Ted had brought along his very pretty white Mk I Spitfire. Shame I forgot to take my camera but I hope he brings it along another time when I have my other hat on as Early Spitfire Register Secretary.

Having mentioned that subject, I wondered if anyone else in the area would be interested in taking on the role of scribe, or perhaps a few of you might like to take turns to write the occasional piece. It's just that, with a Spitfire article to write each month I feel I'll be caught up sometimes in duplicating myself trying to write both those and the Area News. Please don't feel you need to emulate my epics, I'm sure Bernie would be quite pleased not to have to shuffle the entire Courier each month in order to fit these in! The main thing is to list the next month's diary dates and jot a few notes on what we've been up to over the previous month. Please let me know if you feel you'd be able to help. I really would appreciate it.

And finally, a note on our trip to France which John Davey has been good enough to begin arrangements for after last year's success. Plans are to take the overnight ferry from Portsmouth to Le Havre on **Friday 13th September**, spend Saturday tooting down the coast to Cherbourg with a wine-tasting, dinner and hotel there before returning on the morning catamaran on **Sunday 15th September**. John's got a great deal for us and the price will be approximately 100 per car for the ferry plus hotel costs. We haven't finalised numbers for the trip though obviously we have to keep them limited so if you'd like to join us please contact me to register your interest. **Tuesday 4th June** - Regular meet at The White Horse, Droxford.

Sunday 9th June - Southsea Spectacular, mainly buses and other Public Service Vehicles but also cars - free entry to the public.

STAFFORDSHIRE

In view of the main topic of last's month report (runaway GT6), as a responsible Area, (Staffs?) we decided that further in depth testing was needed. As we now had data for low speed impact, without driver into soft object (MR2/MX5 or whatever it was), we thought we needed more information on high speed impact into fixed object. A suitable spot was located with a run up of only one mile, therefore as a Triumph could not have attained high enough speed for said test, and the likelihood of death was quite high, (crash test dummies refused on safety grounds) we decided to opt for a worthless modern eurobox. As we are felt to be too valuable to the Club/Area, somebody that enough was recruited as the driver. Step forward Amanda and your shiny red one owner from new Vauxhall Calibra. Amanda survived(?) with minor injuries, which is more than can be said for the car. If it had been yellow it would have made a convincing banana. Conclusion to tests, low speed impact = minor damage, high speed impact = much laughter from insurance companies at renewal time (why did I not protect the no claims bonus/make her drive a 2CV-at least they corner).

In a separate test Stu, after driving his plastic car for many years, fitted a tow bar. Within seven days the electro magnetic force field attracted a Peugeot 205 into his rear end. Conclusion, extra metal = extra accidents.

Interesting to see what's for sale at the moment. How much? So that's why they were so desperate for it?

In breaking news, after ten years of hard labour and thousands of pounds spent, Mr Mason 'Just in' Pearson, alias 'Menthol Mase' or 'he'll never get it finished', has produced the biggest heap of a Spitfire the world has ever seen. It's even worse than KAP. Must get the telephone number of blind MOT'er with bulging wallet and knowing grin (so that's where the thousands went). He tries to claim it's not the same car he's been working on all these years, but we reckon it is, and the rust worked faster than Mase (even with the intervention of the pseudo Mother Teresas, Steve and Paul 'Bass').

Mays meet was well packed, 23 in total and a fair collection of cars. Hi to new visitors Rob and Claire who are looking for a Dolly, and welcome back to Stuart and his dad who have just bought a new Spitty (yet another red one for the club).

Don't forget **Junes** meet is a week late and will be on **Wed 12th** due to us all coming back from Dawlish/Brean the day before, and we'll all be sick of the sight of each other.

PS: Tips for buying GT6's. Check for engine

which throws oil out when pushed to the 'ton', rusty gears when hot, and touched up notch even though it looks shiny. Also look for models with wide comfy seats? See you,

Simon and Stu.

SWINDON

Hi Everyone. Yes, I'm on a roll another Area news for Swindon and the Area has been registered!!!! Apparently I had missed the deadline for our memberships to be verified.

Anyway last meeting was a blast; Karl and Lynn led myself and Paul to the meeting in a GT6 tour through Old Town terrorising all the locals with the sound of the Sixes in full song and a quick blast down Marlborough Road to Common head. I had a slight misfire at about 4000 RPM and Karl is still running the engine in so didn't go over the 4 grand ... it was pretty close but good fun.

The rest of the evening was good too, Jim amazed everyone as he has had the all clear from the Vets a Month early.

But he had forgotten to tell him that he was driving a 30 year old car with no power steering!!!! Hope the rubber legs get better soon Jim.

Paul had a good night cos it was my turn to drive so copious amounts of Wife Beater was consumed after a hearty meal thanks to Roy and Staff (Good Food!!!!). Sue was flashing her Tattoo again (luckily after Jim had left so there was no risk of his pulse racing!!) when you gonna get one on the front Sue???? Good to see Dave Rumens from Newbury Area as we haven't seen him for a few months and yes, I will get to Newbury Area soon Dave. The journey home was fun Karen tried to pull away from the lights quicker than I, which meant Paul missed his wave good bye. Cos we left the bar so late, I had to pour Paul out of the car grinning and laughing like a Cheshire Cat at about midnight so it was a bit of a late one.

Anyway, by the time you read this we will be at Brean but the next event's are advertised in The Courier. Don't forget about Stafford and Wroughton, contact me for passes etc. I'm going now cos that's enough trafficking from me so see you at Brean!!! Regards,

Shawn

SUSSEX

Just a quick one this month. Leatherhead will have happened (and the weather should be good!), and Brean as well (probably). I shall foresee the future and say both were fantastic, everybody was there, and if you weren't we talked about you!

Leigh is approaching that great moment of truth, will his car pass the MoT. Watch this space. (At least some decent bloke gave him a working headlight)

We a new member arrive this month, one of my old pupils from my teaching days, I guess I must have done something right. So welcome Neal, do pop in again and bring your proper car again (roof down please)

Definitely brilliant news, a new Triumph

TEST VALLEY THAMES . . . SOUTH WALES

fan is on their way, thanks to Neil and Kerry. Congratulations!

Stafford is looming. I hope to leave on the Friday morning, and others leaving later in the afternoon, but nothing definite has been arranged. There will be a fair number making the pilgrimage, and it is always a glorious weekend, as well as my birthday. After that it's all downhill until Duxford in **October**, great if you have never been. That's all folks

Clive

TEST VALLEY

Hi there. Well if the beginning of May is anything to go by, this looks like it's going to be a busy year. Popham Fly and Drive in: The day started very grey and damp. I pulled in on the entrance road and within a couple of minutes Guy arrived in Bond Convertible (as seen on front cover of May's Courier, towing Caravan and with hood down (of course!) and hiding behind caravan Sue in Blue (MkIII Spit) towing BSA and sidecar combination (also with hood down). Next thing you know we spots Sean and Diane in their Herald Conv so it was soon decided to take over an Area for our bits and pieces and just hope the weather improved.

Well we had to wait until midday but improve it did, classic aircraft flying in and out (tiger moths, yak's, helicopters even a parachute team 'dropped in') it seems to be a show that's getting a lot more popular every year and one of the few that has plenty of room to expand.

The **second Thursday** of the month soon arrived and off to our new venue The Clatford Arms. Everybody seemed to find it ok and we were joined by two 'new members', Vicky and Debbie who between them and their families have quite a collection of classics. At the moment Debbie is trying to get her 1500 Spit back on the road so we hope to see it in the near future.

The following Saturday met at Fleet Services on the M3 for our run down to the SEM just the right weather for hood, down foot down on the motorway: White Vit, Yellow 1500 Spit, Blue Vit and Red Stag all for a comfortable cruise up the M3/M25 (admiring the skills of the local drivers in there Euroboxes who seem to get in and out of these very small gaps at speed) they say their is one born every minute and we saw a couple of hours worth at least on that stretch of road. Arrived SEM intact having followed a White 1500 Spit that kindly showed us the way though Leatherhead onto the field and into the spares/tuning (which Phillip and Spit seemed very happy with). Met up with some familiar faces and legs (see the shorts are back out Colin). Managed to part with quite a bit of money on some shiny bits but not as much as Colin (looked like he had taken a bank loan out especially for the day); never seen him buy so much (is it because you now have a bigger boot you have to fill it we ask ?!). Sunday met outside Basingstoke by Colin/Sandy, Sean/Diane and Andy and his lads for our trip to the Vosper Thornecroft Show. Nice Weather but to many vehicles in not enough area - they will have to find

another venue if it carries on growing like this every year.

Some diary dates for June for you now:

31st May/4

June Extended Brean Beach Party
1/2/3 June - Enfield Pageant Of Motoring

Thurs 13th June Club Night 'The Clatford Arms'

30th June - Bromley Pageant of Motoring (believed to be the biggest one day car show in Europe)

Just the Usual bits now next Area Meet **Thursday 13th June** at The Clatford Arms, Goodworth Clatford just south of Andover off the A3057 for more information/details/directions contact Bob McDay on 01256 410192 or e-mail bobmcday@ntlworld.com see you there and take care.

Bob

THAMES

Well what a lovely time we had in the Isle of Wight, eventually! All was well, Mike and I had made the booking for the crossing, caravan and weekend itself, packed and waited for Andrew and Aidan as arranged. Then we got a 'phone call from Andrew who had broken down on the M3 on his way to us. Mike rushed out and rescued him to discover his Vitesse had an oil leak from a dodgy seal, no problem after some successful shopping Mike found the exact match and Andrew fitted it.

Off we went for the ferry and after a few miles Andrew pulled over: the leak had moved to the manifold gasket, no problem we called Jason on the Isle of Wight and he rang around and found a gasket set, so we made our way to Portsmouth at a steady 50 mph. Great, got there had fish and chips from the bank, went to Elaine and Jason's to eat it and went back to the campsite.

Friday morning, I went shopping with Elaine and Ellen and left the boys to fix the car again. The gasket was fine, but the car wouldn't start so we called the AA and a very nice man helped us out. We then went off for a drive to Ventnor where Aidan was still suffocating from the smoke coming up from the engine into the passenger foot well. Got back to the campsite again and this time the diagnosis was a head gasket, no problem this was a quick job, but unfortunately was not a cure for the problem which turned out to be a cylinder head problem.

Poor Andrew has been working on his car most evenings for the last few weeks to get it ready for the Isle of Wight weekend so was a little annoyed with his misfortune, but after a few beers and a lift around the Island from another member he seemed to enjoy himself anyway. Dean however, was looking forward to a quiet weekend and had the pleasure of taking Aidan on the convoys and treasure hunts which was to prove a smart move as they came second in the competition. Mary and her Mum and Dad were very happy sightseeing their way around the shops.

On Sunday we went to Haventstreet Steam Railway for the Autogymkhana where Elaine proceeded to drive as many different cars as she could in one day, this



also proved to be beneficial as I was her passenger and somehow won a t-shirt for the privilege.

Anyway thanks to Garth, Ellie and everyone else for a great weekend with great weather. For me one of the best things is the convoy and listening to Joe Public saying look at those lovely 'proper' cars, they don't build them like that any more, which makes me feel very proud.

I am writing this the night before SEM so hopefully another successful event even though the weather forecast looks a bit dodgy! This is Mike's 19th show, I know he doesn't look old enough, but I would like to thank you all for supporting him and his enthusiasm over the years.

Meetings for June as follows:

Thursday 13

Social at the Swan Inn, Staines
Thursday 27 Doreen & Steve's Activity Evening at the Swan Inn, Staines
Sunday 30 Bromley Pageant of Motoring

Tracy

SOUTH WALES

A very busy meeting in April, one of our best turnouts yet with well over 30 members but only three Club cars. I can't moan too much here as I had to come in the Vectra as I was doing the Parts run from Triumph Spares of Worcester and it was all bulky stuff! That's my excuse.

Cliff has just about finished the MkIII GT6 as has Clive, both are going for MOT's next week, coincidentally they're both Mimosa. Lewi is progressing well Triumph Spares are half way through the body tub, the chassis is just about complete, so all moving well. Howards MkII GT6 has just left for the welders after a 12 month wait, at least its now moving the right way, should be a nice car when its finished, another one supplied by Triumph Spares of Worcester.

The new Spring Restoration show was good, saw lots of familiar faces, spent far too much money as usual.

As you read this the Le Mans gang will be leaving Blighty for Dunkirk, sorry I'm getting carried away now, Dieppe and on to the racing. Sure to be a Courier article out of that. Don't forget the Dutch Spitfire Week end next year, I'm already on with organising it!

Coming up:

June 31-4th Brean Beach Party

2 Caldicot Castle

13-17 Le Mans

30 Cheltenham Country Classic

the race course

Cars for sale; GT6 Mk mot £2900, 948 Herald no mot £450, Spitfire Mk4 tax exempt mot £2000 ono, Vitesse MkII Convertible mot £2500, Vitesse MkII Convertible no mot £300. Contact me for owners' details. See you soon

Neil



● STH WEST WALES

South West Wales area news - June The April's Sunday meet was the walking treasure hunt in Tenby. Eight cars met at B & Q Carmarthen and proceeded in convoy to Tenby where Mark and Alison were waiting, having arranged lunch and the walk. After a very enjoyable meal we set off following some cryptic treasure hunt clues, this took us around the town finally ending up at a restaurant for a cream tea. The results of the hunt were then checked to find a winner with the usual good-natured banter over the answers. It turned out to be a four-way tie. Alison who had arranged the treasure hunt took all the flack in good part as usual. A vote of thanks was given to Alison and Mark for arranging a very enjoyable event, yet again we were lucky with the weather having enjoyed a superb stroll around the town in brilliant sunshine. May Bank Holiday Monday was the SHVR Singleton 2002 -23rd Vintage Car Fayre and saw 11 Club cars on the stand. We had a good selection of cars with many marques represented. Yet again the weather was kind and we all had a very enjoyable day.

May's Club night brought out 16 members namely: Don and Evelyn, Alison and Mark, Marryl and Ken, Joy and Keith, Tony, Bryan and Barbara, Dave, Steve and Christine, and new members Kris and Katie. We hope they enjoyed the evening and come again after the birth of their shortly expected child. We wish them good luck for the future. Ken gave details of the Heart of Wales line trip on 26th May. Names were given to Alison of members going to see Christina's parachute jump on the 19th May. As there is a clash in our events diary on the 16th June Sunday meet visit to Llanerch Vineyard and a Castles Run by SHVR, which is usually very enjoyable, it was unanimously decided that Sunday the 9th would now be the Vineyard visit with the Castles run on the 16th. Sunday 28th July our visit to the Botanical Gardens was discussed and it was agreed that we arrange lunch in their restaurant. Members to confirm at next Club night. Ken asked everybody to decide by the next Club night whether they were going on the Severn Valley Railway Classic Vehicle Day weekend of Saturday 12th/Sunday 13th October as this will entail an overnight stay and we will need to arrange accommodation as early as possible.

EVENTS DIARY JUNE

Tuesday 4th Club Night, The Gwyn Hotel, Pontarddulais
Sunday 9th * Meet, Run to Llanerch Vineyard, Pendoylan - lunch

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

Sunday 16th * SHVR Castles Run
Saturday 22nd Tycores Show
Sunday 23rd Swansea Festival of Transport, Show, County Hall, Swansea

JULY

Tuesday 2nd Club Night, The Gwyn Hotel, Pontarddulais
Saturday 13th

Ammanford Carnival Show

Sunday 28th Meet - Botanic Garden visit, Summer Contemporary Craft Fair - Lunch

AUGUST

Tuesday 6th Club Night, The Gwyn Hotel, Pontarddulais

Sunday 18th Meet - Area BBQ

SEPTEMBER

Sunday 1st Milford - Tenby Run

Tuesday 3rd Club Night, The Gwyn Hotel, Pontarddulais

Sunday 15th Meet - Tredegar House Show

OCTOBER

Tuesday 1st Club Night, The Gwyn Hotel, Pontarddulais

Sat 12th /Sun 13th Meet - Severn Valley Railway, Classic Vehicle Day

*Please note changes in events FOR FURTHER INFORMATION CONTACT KEN - 01269 594578

Ken

● WEST MIDLANDS

Well, attendances continue to grow with some nice cars and committed attendees, we are having a GRAND TREASURE HUNT this is to take place on the 23 June 2002 arranged by our own John Taylor, everyone is invited, that includes other areas and other clubs. It is going to be quite an event, which will end in a bar-be-cue and an award for the winning car. There will be a cover charge of 6 per person which will cover catering and other expenses, it is essential to let John know that you are coming so that we can cater.

John is on 01283 763479 or email john.taylor3@virgin.net.

The idea of joining the TR club at Moxhall Hall Hotel has been approved by the West Mids membership and after discussions with their members and a vote, I am pleased to announce that we will meet together as from the first Tuesday evening in September. The normal venue and times are to continue.

Regards

Chris

● WIRRAL

Hi everyone. Last month (April, at the time of writing) was a bit quiet on the event front but it did see the 'Trough of Bowland' run. This was organised by Jeff Cox (Lancs Club Triumph) and it proved to be an excellent day out, despite the weather - it rained for most of the day! Five cars from the Wirral made it over to Lancashire and they all enjoyed the day (speaking of the occupants not the cars!).

June will see the pace picking up a bit: There is the usual Tatton Park Show on the Bank Holiday Weekend. There is the Lakes Camping Weekend on 14/15/16th and the end of the month sees the Derwent

Valley Camping Weekend. All of which are well worth attending, especially when plenty of alcohol is consumed! That's it for this month. Hopefully see you all at the meetings.

Andy

● WORCESTER

First, THE JUNE MEETING HAS BEEN POSTPONED 1 WEEK TO JUNE 10th, this is because of the extra holiday on the Tuesday. Future meetings, including those that fall on Bank Holidays, will still be the first Monday.

The weather was beautiful for the blossom run on 21st April. Some 70 classic cars took part including 20 Triumphs and £480 was raised for the Birlingham village hall appeal.

There was a good turnout for the monthly meeting, most of the time was spent in the car park talking about the many Triumphs there, very nice to see so many and have the weather to linger around them. We welcomed Phil Andrews and his Dad with the MkII GT6, also Eddy Crowley with his 1500 Spitfire.

Mike and Gill Redmond have offered have offered the use of their land for our annual Barbecue this year, the date to be fixed sometime in July or August.

Sorry it's a bit short, I ran out of time.

DON'T FORGET THE JUNE MEETING IS THE 10TH.

9th June. Transport Day at Hartlebury Castle, 1:00pm to 5:00pm. £2.50. Contact Mike for details (01386 751058)

10th June. Monthly meeting, 7:30 pm. At The Berkeley Arms, Spetchley (at the junction of the A4538 and the B4084, between Worcester and Evesham).

1st July. Monthly meeting, 7:30 pm. At The Berkeley Arms.

7th July. Worcester Classics Open Day.

13th / 14th July. TSSC International Silver Jubilee at Stafford.

21st July. MMOC event at Toddington. £5.00 per car.

4th August. Sudley Castle Classic Show.

5th August. Monthly meeting, 7:30 pm. At The Berkeley Arms.

24th / 25th August. Classic meet at Lenchwick.

1st September. WAC 2002. Worcester Areas' own concours at Avonscroft Museum.

2nd September. Monthly meeting, 7:30 pm. At The Berkeley Arms.

?? September. Hanbury Steam Fair.

5th / 6th October. Malvern Classic Show at the 3 Counties showground.

7th October. Monthly meeting, 7:30 pm. At The Berkeley Arms.

Divian

● SOUTH YORKS

Thanks to everyone who came to our May meeting, especially Steve Storey who experienced his first meeting. Steve has a Spitfire 1500, and brave man is still at the strip down stage of his restoration, so good luck with that and we'll look forward to seeing you attending your first meeting

WEST YORKS

● WEST YORKS

Hi All The Go-karting night arranged by Bob Yoemans went very well, a good time was had by all. I got the mother of all shunts when Brian ran out of brakes, but I was certainly the slowest on the track. Shades of a moving chicanes? However the visit to the Spinners Arms made up for that over a pint and a chat. A well attended meet last night (although the lowest attendance since January) saw the return of two old members in Robin Crossley and Garry. Dave Ward reported that he had the engine in the Spit only to find the clutch was locked up. The partnership of Brian and Mick Cook won the Quiz whilst Gavin and Dave Briscoe won the raffle (Dave having just express to the lads around him that he didn't like Blackspur tools, only to win one!) Congratulations to Gavin and Claire who are to wed on the 1st July in Las Vegas, Brian going out earlier to prepare the equipment at Circus, Circus! Don't lose too much on the tables lads!

Harewood and Brodsworth will be well attended and entries for the DALES Weekend are looking good. On leaving I found that I had about a 10 mile detour due to the closure of the slip

road onto the M62, just another chance to get more running mileage on the Vit! Well that's all for now,

George

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E-MAIL
john.taylor3@virgin.net**

Wroughton 2002 Nostalgia Show

**Wroughton Airfield - Swindon - Wiltshire
Sat 27th & Sun 28th July
TSSC SWINDON AREA STAND**

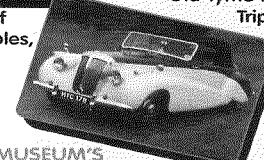


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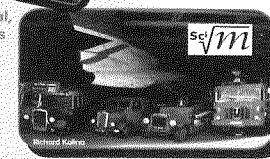
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CLASSIFIED

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Parts Wanted

HERALD

Cars for Sale
Cars for Sale
Cars for Sale

1200. White. Concours. Full history. Original. 47,000 miles. 2 owners. Twice S.E. winner, 2000 being last. First to see will buy. £5250. Lin (Biggin Hill, Kent) 01959 571712 - 99/60961.

13/60 CONVERTIBLE 1969. Claret. Restored. Garaged. MOT'd. Tax exempt. Very good condition. New hood. Stainless steel exhaust. Needs carpets. £1750. Tony (Milton Keynes) 01908 314687 - 00/62996.

13/60 SALOON. White. Excellent original condition. Always garaged. Full year MOT. Excellent runner. Photos available. £1100. Paul (Guildford) 01483 533262 - 92/41009.

13/60 SALOON 1968. MOT Dec. Dad's Army Grey and Red. A2/3 cond. Suitable for daily use. Move from Norfolk forces sale. (London Bridge) 020 72340769 - 00/63505.

13/60 CONVERTIBLE. MOT Aug. Regularly serviced by specialist. Mech. good, bodywork needs attn. £900. David (Kent) 01732 461514 - 97/56774.

13/60 CONVERTIBLE 1969. White. Owner since 1970. Fitted 1500cc engine (13,000 miles). A1. Excellent condition. MOT July 2002. £2500. Thomas (Cheshire) 01625 268404 - 01/65278.

1200 SALOON 1966. Two owners. 30,000 miles from new. T&T. Excellent all round condition. Bargain at £1475. Good home needed.

Steve (E Sussex) 01424 756010 - 01/65822.

13/60 CONVERTIBLE 1970. Full MOT. Recon. engine. Radio/cassette. Good condition. £1700. Steve (Coventry) 024 76 594828, 07778 341837.

13/60 1971. White. Owned past 12 years. Unused last year. Low mileage. MOT recently run out. £1000. Charles 0208 390 1818 or 07770 457590.

CONVERTIBLES X 2 for sale. Restoration or spares, includes third engine and tan seats for Saloon and more. £650 ono the lot. Derek (Crawley) 01293 533678 - 98/59080.

13/60 CONVERTIBLE 1969. White. Restoration project. Body-off. Some chassis work done. Lots new spares. New Minilite wheels. May break. £550. Julian (Norfolk) 01553 671425.

ESTATE 13/60 1969. Laid-up. Needs rebuild. Offers. Blue. 49,682 miles. Priddey (Malvern, Worcs) 01684 540217.

13/60 CONVERTIBLE. J reg. 45,000 miles. Restoration project. Stripped. Chassis and floors completed. Needs some bodywork and rebuild. All parts to complete, many new. Consider splitting for spares. £500 ono. Dave Drury (Mansfield, Notts) 01623 844673.

1200 SALOON. Blue and white. Registered 18.3.63. Service history. Very good condition

for age. 70,000 miles. £1100 ono. Browning (Bishop Auckland) 01388 450263 - 01/64823.

1200 1970. Green/white. Rebuilt 4 years ago. Photo and service history. Summer use only. Beautiful classic. £1200 ono. (Thurrock) 01375 678763.

1200 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 13/60 1969. MOT. Fully roadworthy. Part restored, requires completion and respray. Needs loving home! Garaged. Offers. Some spares. grace-one@ntl-world.com Grace (Worthing) 01903 601146.

CONVERTIBLE 1970. A1 cond. Stunning. 1500 engine and O/D gearbox fitted for modern day driving. S/S exhaust + 4-branch manifold. Very reluctant sale. £2800. Andy (Strathclyde) 0141 9597646 - 92/39341A.

CONVERTIBLE (bespoke conversion from Saloon). Project abandoned due to garage it was in going bust! 120 miles done since last MOT passed in Sept 2000. Needs engine refitting, hood, cosmetic work. £300 including further roof and original moulding. Could deliver. E-mail for photos Simon (Nottinghamshire) 01623 402147 simonholland1@hotmail.com

1500 1977. Carmine Red. Half-race cam. Overdrive. Bare metal respray. Fully recon engine. Hi-spec gearbox. 6 months Tax and MOT. £2250 ono. Vicky (Surrey) 02086683366

1500 Inca 1977. Restored body (A1). TSSC valuation £3500. O/D. Unleaded. Oil cooler. S/S exhaust. R/bar. Summer use only. Extensive history. £2990. Des Nolan (Herts) 01442 862278 - 95/49822.

MKIII 1970. Vgc. Three owners. Full restoration 1992. Soft top, tonneau, factory hardtop, wire wheels, S/S exhaust. Spares. MOT November. £2950. PT Sandry (Cornwall) 01208 862642.

1500 1976. White. 46,865 miles. One owner. Engine reconditioned. Black hood. Garaged. Good condition. MOT, Taxed. Age for sale. £1600. Dr Kathryn Taylor (Formby) 01704 877864 - 97/55981.

1500. Body and chassis fully restored and painted in Inca Yellow. Over £3000 spent. Offers around £1750. House move forces sale. Tony (Coventry) 02476 363497.

1500 1981. Brooklands Green. Good condition. H/Stops. Overdrive. MOT. Tax. TSSC valuation £3000, offers around £2500. Mike (Kent) 01304 832844 - 98/58722.

1500. Red. 1977. Good condition. MOT April 03. Increased family forces sale. £2000. Palmer (London) 0208 925 3375 - 01/65950.

1500 1981 O/D. Racing Green. 70,000 miles. Ziebart S/S exhaust. A1 condition. Original purchase invoice FSH. Second owner for 10 years. Always garaged. Renovation photos. £3200. Dave Heath (Bucks) 01628 487630 -

1500 1979. O/D. 2 owners. Inca Yellow. 38,000 original miles. MOT. Tax. S/S exhaust. Kenlowe. Garaged its whole life. £3500 v.g.c.

Ken (Brighton) 0771 518 1407 - 01/64768.

1500 1978. 5 months MOT/Tax. Garaged. Used regularly. Average condition. White. Good hood. New brakes and clutch. Service history. £1600. Mr Robinson (Twickenham) 0208 8920482.

MKIV 1974. Red. Fully restored. Excellent condition. New MOT April 2003. Full tonneau. Genuine reason for sale. £2500. Turnbull (Cardiff) 01633 243543 or 02920 761162.

MKIII 1970 part complete rebuild. Rolling chassis. Shot-blasted and undercoat. Many parts plus garage of spares. Best offer secures. Mark (Hampshire) 02392 785627.

MKIII virtually finished rebuild. Also nearly complete Spit 1500 ideal for rebuild project. Suzuki jeep LJ80V. Also stretched Moggie 1000 pickup. Offers. Philip (Lancaster) 01524 771731 or 842066 - 00/63306.

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1500 EX-RACE CAR: T reg. Garaged. Hardly any use since 1991 TSSC Championship. Kingston Sportscars engine, close ratio box, oil cooler, Spax lowered TT suspension. Yokohamas on 6" wheels etc. Original interior. New soft top. Fibreglass panels refitted for road use. Approx 69,000 miles, 1,500 on engine, gearbox etc. £2400 ono. Call Mark on (SE London) 020 8857 3938.

MKIV. Yellow. 77,100 miles. H/S tops. 12 months MOT. Detailed Service History. Good condition. £2000. Contact R Durrant (London) 020 7642 1867.

1500 1980. Recon engine, unleaded. Hard/soft tops. Tonneau. Good condition. Reliable. Kenlowe oil cooler. MOT to Nov. Valuation £4000. £1995 ono. David (Staffs) 01782 633397 - 97/56853.

MKIV 1972. Sapphire Blue. Tax exempt. MOT July 2002. Unfinished project, ideal for rolling restoration. £900. Matthew (Southampton) 02380 601906 - 01/65594.

1500 1980 (V). Pageant Blue. Good condition. Overdrive, rollbar, new soft top, hardtop. Long MOT and Tax. Garaged/regular summer use. £2400. E-mail phodg01@bcuc.ac.uk for pictures. Paul (Reading) 01183 773886 or 07974 719381

1500 1977 R. Black. 108,000 miles. O/D. MOT May 03. Tax Oct 02. H/S tops, tonneau. Restored '93 with photographs and invoices. Good condition. Used regularly. £2950. Peter (Milton Keynes) 01908 677354 - 99/60183.

MKIV 1971 in need of restoration. Offers around £400 ono. Sharron (Essex) 01245 476734.

MKIII 1970. White with shadow blue interior. 2 owners from new. 12 months MOT. Very good cond. Vitesse rebuild forces sale. £4650 ono. Shawn (Swindon) 01793 345032.

MKIV 1973. Reg. SPF 166M. Poor condition but complete with spares. Engine recon'd in 1988 and hardly any mileage since. Jon Barker (Sutton) 0208 6432771.

1500 (s). Carmine Red. O/D. Unleaded head. S/S sports exhaust. K&Ns. Oil cooler. New interior panels. Refurbished seats, hardtop, tonneau. 11 months MOT. £1500 ono. (Staines) 0207 467 7118 or 07788 861370 (eves/weekends) - 98/58176.

SPITFIRE

Cars for Sale
Cars for Sale
Cars for Sale

1500 1980 W. A1 condition. Carmine Red. Proven 29,700 miles. Unleaded head. MOT Sept 02. Soft top. Hard top. TSSC valuation £4000, accept £2950 ovno. Bernard (North Devon) 01271 373945.

1500. Nearly everything restored. £2000 bills. OAP Owner 12 years. Selling due to health. Taxed. MOT. Outstanding value at £2250. Haywood (Oxon) 01491 574786

1500. Inca Yellow. New MOT. Clutch. Unleaded. Garaged. Used regularly. Drives well. Minor work required. Tonneau, soft top. Hard top. Some spares. £1750. Roger (Plymouth) 01822 840687 - 95/49706.

1500 1977. White. Kept in garage. Under 1,000 miles last 10 years. Good running condition. MOT. Must sell. £1500 ono. Barry Smith (Worcs) 01527 861437 - 98/59349.

1500 1975. Overdrive. 44,000 miles. Maple Brown. Excellent, original condition. History. Hard/soft tops. Walnut dash. S/S exhaust. Taxed. MOT'd. £3375 ono. Alan (Aberdeen) 01651 843323 - 00/63186.

MKIV '73 L. Tahiti Blue. Ground-up restora-

tion, over £3500 spent. Photos, history. New everything. Taxed 12 months. MOT. A1+ condition. £4000 ono. Clifton (Northants) 01536 506887 - 95/50671.

1500 1976. Blue soft top, reliable and used regularly. Garaged. 1 month MOT. Average condition. £1450. D Thomas (Pembrokeshire) 01834 860147 - 01/66131.

MKIV 1974. Overdrive. Yellow. Unleaded. Garaged. Undersealed from new. One owner. Full maintenance records. £2900. Gardam (Brighton) 01273 681787.

MKIV. Bodywork restored 1990. New exhaust/radiator. Needs approx £200 of parts for MOT. TSSC valuation £1800, £950 to loving home. Catherine (Surrey) 01784 438018-0166254.

MKIII Racing Green. Just resprayed. O/D, new hood etc. Vgc. £2650. Mk4 Signal Red. New respray, hood etc. Vgc. £2250. Details Ian (Portsmouth) 02392 269846 - 90/33808.

1500 1976. Red. A1+ condition. O/D. 68,200 miles genuine. Chrome wire wheels. S/S exhaust, new hood. All matching numbers.

Full history. 3 owners only. Stunning. Always garaged. £4500 ono. Mr C Hart (Bewdley) 01299 401606.

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1500 1979. Vermillion. Excellent condition. Hard/soft tops, overdrive. Photographic professional bodywork rebuild. Owned since 1986. Triumph engine parts. £3500 ono. David (Manchester) 0161 7938463 - 97/56781.

GT6

Cars for Sale
Cars for Sale
Cars for Sale

MKIII CONVERTIBLE 1971. BRG. 12 months MOT. Tax exempt. A1 condition. Complete rebuild '94, only 8K miles since. History/photos. Many extras. H&S tops. Rollbar. SU HS6. Rotor. O/D. Sports exhaust. 5.5J wheels. Courier cover June '97. £3200 ono. 01229 824406 (Barrow, Cumbria) eves, 0776 4615139 - 90/29517.

MKII 1970. Red. Overdrive. Full history from 1972. Wire wheels. 102,000 miles. £4500, no offers. Alan (Wiltshire) 01249 716034 - 96/54829.

MKIII. 6 months MOT. Stainless exhaust. 70,000 miles. Good runner. Excellent value. £1750. Classic Car Valuation £4000. Leon (Bristol) 01275 541034.

MKIII 1972. Tax exempt. Pimento Red. 2.5L engine. O/D. Upgraded suspension and brakes.

Excellent cond. throughout. MOT Nov 2002. £3300 ono. Tony (Southampton) 02380 849175 - 96/54004.

MKII 1970. Much done, more to do. Plus spare 2.5 engine. Bills, partial history. Taxed. Tested. Red/yellow. Drive home. £1800. Jon (Malmesbury) 01666 838471 - 95/50075.

MKII 1970. Rotoflex. Needs attention. Signal Red. Complete. Offered with donor GT6 MkII to complete job. £750 for both cars. Sharron (Essex) 01245 476734.

1970. Yellow. Tax exempt. MOT November. New calipers, discs, pads, rear cylinders and shoes. S/S exhaust. £1500 ono for quick sale. Andy (Strathclyde) 0141 959 7646 - 92/39341A.

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VITESSE

Cars for Sale
Cars for Sale
Cars for Sale

CONVERTIBLE 1967 MKI. White. New hood. S/S exhaust. Lots of money spent. Looks and drives superb. JVC face-off stereo. £3200 ono. Steve (Oxford) 01235 534253 - 97/57416.

MKII 1970 SALOON. Royal Blue. MOT. Rare period alloy wheels. Overdrive. Restoration

7 years previous. Reconditioned engine, gearbox, differential. £1400 ono. Ric (Manchester) 0161 456 9385 - 92/39396.

MKII SALOON. Overdrive. Photo history. S/S exhaust. 2 x green luxury carpets. £3400. Spares C40/C40L Strombergs, Colourtune air

cover, exhaust manifold etc. Charles (Surrey) 01483 486285.

CONVERTIBLE MKII 1971. White with black hood and trim. Good condition. Overdrive, S/S exhaust, new tyres. 12 months MOT. £3500. Mike (Loughborough) 01509 853203 -

VITESSE CONTD

MKII CONVERTIBLE. Overdrive, hardtop, alloys. One previous owner. Over £10,000 spent. Call or E Mail for info and photos. andrew@macellan.org.uk Offers. Andrew (Cambridge) 01223 411039 - 97/55296.

PARTS

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.

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MTS. Summers coming! MOTs, cars serviced ready for Summer. Gearboxes - diffs etc. Welding - suspension rebuilds etc. Ring for a chat and quote. John (Northants) 01933 388434 or 0770 944106 before 8pm PLEASE. or mythos650@hotmail.com

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GT6 MKIII calipers, non-rotor, uprated spring, radiator, 5 x wheels good tyres, 6-branch with stainless twin system, 2 x 1.75" SUs, oil cooler, doors, rear lamp. Tony (Tunbridge Wells) 07958 646 137 - 96/52948.

ALL: Speedometer angle-drive £20; registration KVO 557 £750. GT6/VITESSE: Nearside 16PB caliper £20; brake master cylinder (0.7") £15; inlet manifold (early) £10; early Vitesse (slatted) headlamp cowls £20 pr; early Vitesse radiator £10. HERALD/SPITFIRE: Full-width radiator (for re-coring) £10; propshafts £5; steering rack £20; distributors £10; Stromberg carburettor/manifold £25; brake/clutch master cylinders £10. SPITFIRE IV/1500: Headlamp cowls £10 pr; spoiler £15; road wheels £7 each; late (TR7 style) steering column £20; overdrive gearstick/knob/mounting plate/rubber mount/angle-drive £50; heater £10; genuine fog-lamp switch £10. SPITFIRE III/GT6 I-II: New GRP rear valance £15. HERALD/VITESSE: Rear windscreen £10; re-designed GRP half-roof for converting

CONVERTIBLE MKII. Maroon. Recent body-off respray. New hood and tyres. First class running order. 80,000 miles. New MOT. £3500. John Ramsay (Edinburgh) 01620 895120.

MKII SALOON 1969. 37,000 original miles. Damson. Non-overdrive. History. 10 months

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HERALD 13/60 carb plus manifold £20. Saloon roof £40. Fibreglass g/box tunnel £5. Herald 1200 dashboard £20. Spitfire IV gearbox non-O/D £30. Adrian (Cannock) 01543 426254 - 01/66001.

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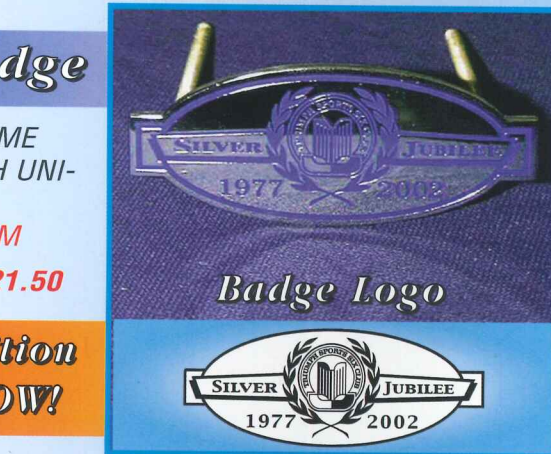
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