

TRIUMPH Enthusiasts



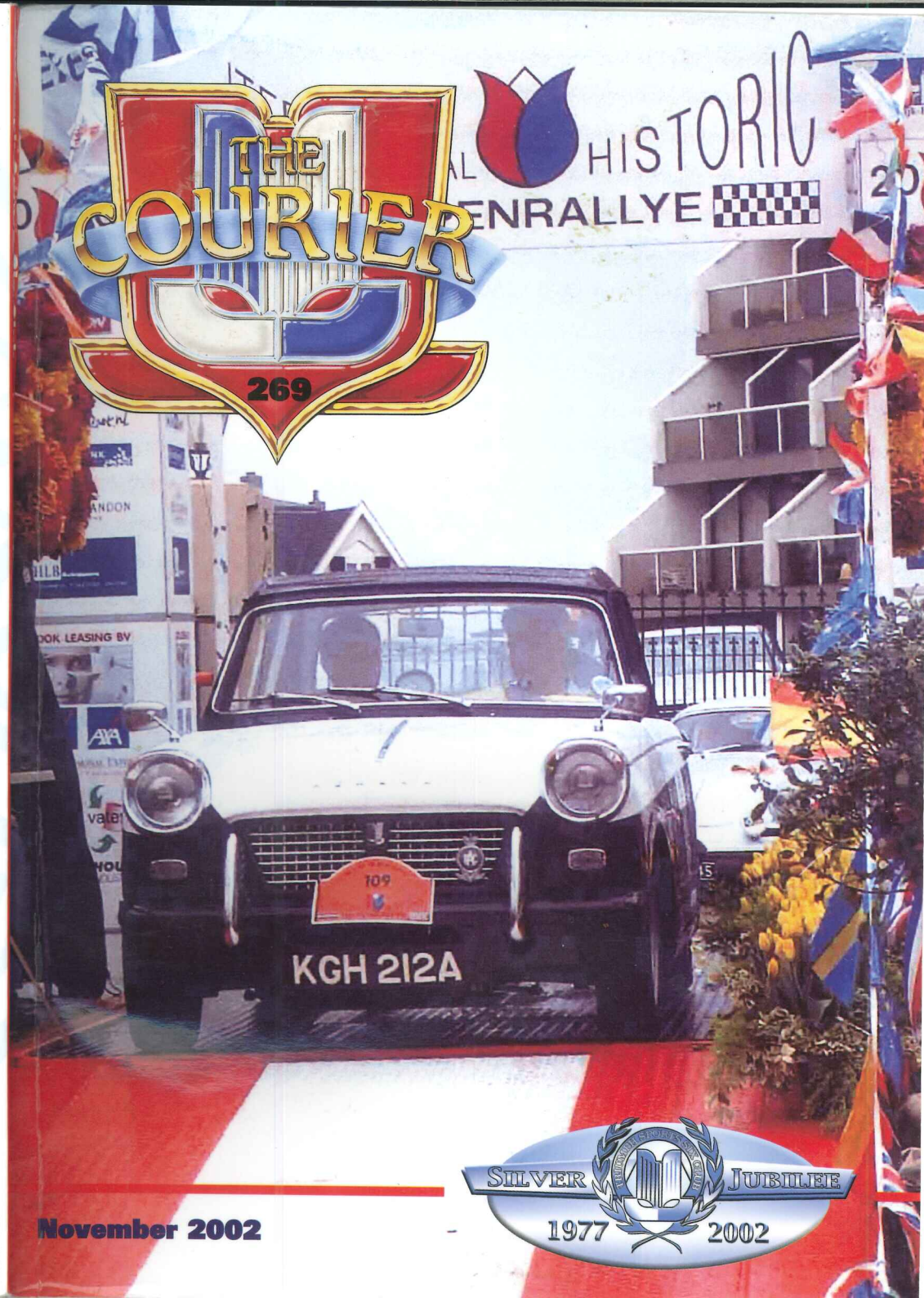
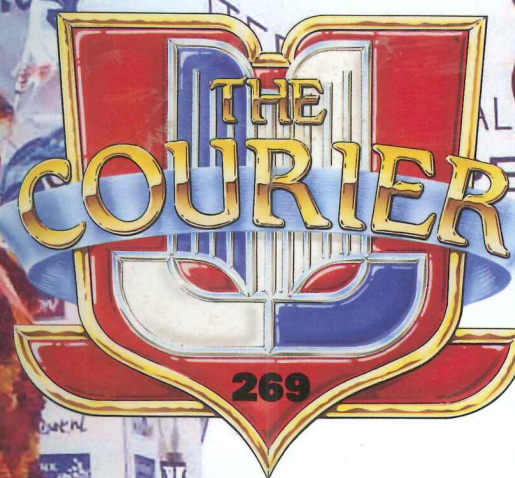
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TRIUMPH SPORTS SIX CLUB: 01858 434424

FAX: 01858 431936, E-MAIL: enquiries@tssc.uk.com
TSSC Main Street Lubenham Market Harborough Leics LE16 9TF



November 2002





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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.269 Vol 23. NOVEMBER 2002
Price £2.25 Free to Club Members.

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Courier Copy By 10th of Each Month

Courier / Area News

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

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COUNCIL MEMBERS 2002

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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:
Matt Smith
Starts the Tulip Rally
Full article on page 58
this issue.

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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

July 2003

SATURDAY/SUNDAY 12/13 JULY 2003
TSSC INTERNATIONAL WEEKEND
STAFFORD COUNTY SHOWGROUND

TSSC Regional Events

Contact Local AO for more information

November 2002

SUNDAY 3 NOVEMBER 2002
AVON AREA CLUB STAND AT THE
FOOTMAN JAMES AUTOJUMBLE
AUTOMART & RESTORATION SHOW
ROYAL BATH & WEST SHOWGROUND
SHEPTON MALLET CONTACT COLIN
01179 691322

January 2003

FRIDAY JAN 30 SUNDAY 2 FEBRUARY 2003
TSSC WINTER WEEKEND
FOSSE MANOR HOTEL
STOW ON THE WOLD
CONTACT DAVID 01245 441819

CLASSIC CAR SHOWS

(CLUB INVITED)

November 2002

SATURDAY/SUNDAY 9/10 NOVEMBER 2002
THE INTERNATIONAL CLASSIC
MOTORSHOW
NEC BIRMINGHAM

March 2003

SATURDAY/SUNDAY 15/16 MARCH 2003
THE LONDO CLASSIC
MOTORSHOW
ALEXANDER PALACE, LONDON

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



TSSC SHOWCAR REGISTER

WE ARE CURRENTLY LOOKING FOR DISPLAY
CARS FOR NEXT YEARS SHOWS
WE WOULD BE PARTICULARLY INTERESTED IF
YOU HAVE A STAG, TR, 2000/2.5, DOLOMITE
TOLEDO OR A STANDARD TRIUMPH
FOR MORE DETAILS PLEASE RING
JOHN MUGGLETON AT TSSC HQ
Telephone 01858 434424

“Comment

by Bill Sunderland

Indian Summer or What?

Since my last Comment, hardly a drop of rain has fallen. With so many sunny days, felt as though I was in California. No excuses for not enjoying the car before the darker nights. Reflecting back on the Spitfire Weekend: After 17 consecutive trips, I haven't made the event for the last 2 years but whenever we left Holland, UK bound in early September, the usual accompaniment was rain, so this year has been so pleasant in comparison. Certainly do miss my pilgrimage to Holland and hope next year to make the trip, especially as my GT6 is featured in their annual calendar for 2003.

Congratulations to Colin Murrell, Rob Newton-Allen and Sean Jones on completing the Triumph Round Britain Reliability Run in Colin's newly acquired Triumph Acclaim. Owned for 48 hours and driven 2,000 miles in 48 hours, it certainly was an "Acclaim to Fame". At the time of writing I believe we only have two of the last cars with a Triumph badge in the Club; this will

surely increase. Back in the early eighties my father returned to Triumph with a bright red Acclaim. After Heralds, Spitfire, GT6 and Dolomite in all varieties, the Acclaim was a different package. With Japanese roots,

at the NEC 9/10th November. This is the end of year bash and has a real Club feel - it's well worth a visit. With this month's issue we have included a TSSC Christmas flyer; it just may help with ideas of what you really want.



Acclaim to Fame, see page 79

reliability was extremely good and although I had reservations on it's arrival, the Acclaim proved to be a successful car for my family, just as it has been when put up against all other Triumph models.

As the year concludes, we hope to meet Members at the International Classic Car Show

”



TSSC NEWS *Review*

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

NEC Stand News

STOP PRESS!!

The International Classic Motor Show
Sat/Sun 9th/10th November
Birmingham NEC

As part of the Club stand we will be displaying
3 of the 'Works Triumph's'. Which include:-



412 VC Racing Spitfire,
'The' Macau Racing Spitfire, lightweight
factory 'one-off'
Spa Francorchamps LHD Dolomite Sprint
from 1974. (previously unseen in the
UK until now!)

Special thanks to Dave Pearson of Canley
Classics and Mark Field of Jigsaw Racing
for the loan of their cars.

So make sure your diary is clear and come
and visit us on stand number 5525.

For the unique opportunity of seeing these
cars together.

For more info on the show ring the Club

Office 01858 434424 or

NEC Ticket Hotline 0121 767 4767



TRGB Autojumble 2002

This now annual event is happening at TRGB's Shop at **Unit 1, Sycamore industrial estate, Long Drove, Somersham, Cambs.** There will be on the day an 'Open' workshop, free technical advice on Tuning Repair and Restoration. Free Ignition/Injection Check. Tips of the trade on buying Triumph. And you can learn how to make a Triumph Handle! There is 10% off most parts plus Free Coffee and Light Refreshments. It starts at 9.00am so go early and **Grab a bargain!** Tel : 01487 842168 for more details.



HQ OPENING TIMES

NOVEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 2ND - 9.00 AM - 1.00 PM

SATURDAY 23RD - 9.00 AM - 1.00 PM

DECEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

CHRISTMAS HQ CLOSING FROM MON

23RD AND WILL RE-OPEN THURSDAY

JANUARY 2ND 2003

XMAS OPEN WEEKEND DECEMBER.

SAT/SUN 14/15TH SEE PAGE 18.



www.tssc.org.uk

WEBSITE NEWS

It is now just over a year since the introduction of the new Club Website. There are now over 3,000 members registered onto the site and we are receiving over 15,000 hits a month!! New features that have been added during the past few months include:

Secure Server: Secure Credit Card Transactions for members renewing their membership via the website.

Phone Logos: Downloadable Mobile Phone Logos with all your favourite Triumphs logos now available.

Wallpaper: Over 12 Triumph Wallpapers now available to personalise your PC (more to be added before Christmas).

Members' Message Board: A brand new service available this month. Feel free to discuss anything you like as long as it is Triumph related!! Unlike other message boards, this message board is free from adverts and annoying pop-up windows.

Anyone can view the Message Board but you need to register on the site to post messages.

www.tssc.org.uk

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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. Up-rated, 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	£4.99
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. Up-rated, 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
Door 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 I, 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 assy. 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	£19.98
Bonnet lock kit (pairs) all models	£17.63
Bonnet catch assy, all models	£24.97
Steering column lock assy. 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 I, 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	£11.75
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
Complete Windscreen Frame Panels, Original Stanpart	£293.75

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	£18.80
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	£14.98
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, for only!!	£49.94
Type 16/16PB VITESSE, GT6 State model	£59.93
Type 16PB Metric GT6 III late	£59.93
Brake master cyl. SPIT IV/1500 single line	£52.88
Brake disc 4 cyl. models	£14.98
Brake disc 6 cyl. models	£16.74
Brake drum, late GT6 MkIII ORIGINAL	£24.68
Wheel cylinders, Rear - 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	£38.78
Fuel pump HERALD, SPITFIRE	£18.80
Fuel pump VITESSE, GT6	£19.98
Carb repair kit (Stromberg) inc. needle valve	£18.80
Carb repair kit (S.U.s) inc. jet	£24.68

FULL RANGE OF NEW AND FULLY RECONDITIONED CARBS AND SPARES AVAILABLE. PLEASE RING

CLUTCHES BORG & BECK 2 YEAR GUARANTEE (3 piece kit)

HER 1200, 12/50, 13/60, SPIT I, II, III, IV, DIAPHRAGM	£79.90
SPITFIRE 1500	£91.65
VITESSE 2 Litre, GT6 all models	£111.63

MOUNTS & BUSHES

Engine mounts, 4 cyl.	£5.58
Engine mounts, 6 cyl.	£7.05
Overdrive gearbox mounting	£17.63
Standard gearbox mounting	£2.64
Steering column bush (excluding late 1500)	£8.52
Bump stop rotolux suspension	£5.58
Rear inner wishbone bush rotolux models	£7.34
Rear spring eye bush, all models	£6.17

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FULL RANGE OF NEW &
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HOODS, CARPET SETS AND INTERIOR TRIM

Hoods, HER, VIT - original quality	£114.56
Hoods, SPIT MkIII - original quality	£114.56
Hoods, SPIT IV/1500 zip rear window original quality	£116.33
Hoodwell Cover HER/VIT including fixings	£49.95
Headlining, HER/VIT, saloon, coupe	£62.28
Pair of front seat recovering kits HERALD/VITESSE	£146.88
Rear seat covering kit HER/VIT	£146.88
Pair of door trim panels, HERALD	£58.75
Pair of door trim panels, VITESSE	£63.45
Pair of rear quarter trim panels, convertible HERALD/VITESSE	£69.33
Front scuttle side panel, HER/VIT	£12.46
As above, left hand for VITESSE, with pocket	£22.91
Under dash mill board panel HERALD/VITESSE	£22.91
Seat base diaphragm, HERALD/VITESSE	£21.15
Moulded carpet set, HERALD/VITESSE	£136.30
Carpet set, SPITFIRE, tufted and bound	£94.00
Moulded carpet set, SPITFIRE	£185.65
Moulded carpet set, GT6 (state model)	£223.25
Car seat recovering kit, SPITFIRE IV/1500 black (car set)	£123.38
Door trim panel, SPIT IV/1500	£28.20
NEW SPITFIRE, GT6 dash top cover (state model)	£43.38
Door trim panel GT6 state model	£28.20
Glove box, SPITFIRE, GT6, each	£17.92
Pair of sun visors SPIT IV/1500, GT6 III	£32.90
Radiator cowl, GT6	£15.28
Radiator cowl, SPITFIRE	£12.93

ALL OTHER INTERIOR TRIM STOCKED LIGHTS AND MISCELLANEOUS

Side/Indicator light unit, SPITFIRE III, IV/1500, GT6 II, III	£24.63
Halogen headlight conversion set, HERALD, SPITFIRE & GT6	£39.66
Halogen headlight conversion set, VITESSE	£52.88
Dash interior light switch, Original, Herald/Vitesse	£14.10
Chrome 7" Headlamp Stonegrains per pair	£11.75
Wood rim steering wheel, all models	£54.52
Leather rim steering wheel, all models	£38.78
Fibreglass tunnel covers, state model	£19.98
Overdrive column switch cowl	£57.58
Alloy rocker cover, 6 cylinder	£44.94
Alloy rocker cover, 4 cylinder	£44.94

**WE CAN SUPPLY YOU WITH ANY SPEC. OF
DIFF AND GEARBOX OR ENGINE, PLUS
SPARES FOR ALL MODELS**

PRICES EXCLUSIVE TO TSSC MEMBERS

**PLEASE TELEPHONE FOR POST AND
PACKING CHARGES
PRICES INCLUDE VAT**



Cop Shop



by Mike Crewes

This month is a continuation of last months article about Child and Baby Seats. Once again I'd like to thank BBC Top Gear for allowing me to Publish this advice here.

Choosing the right Seat for your Child

- i. The most suitable restraint depends on the weight and size of your child.
- ii. If the seat is convenient to use and carry about you are more likely to use it on every journey, so before you buy it check how light it is, how easy it is to use and how it fits into your car.
- iii. It is essential that all child seats are fitted correctly. Recent surveys have revealed that many are wrongly fitted making them virtually useless.
- iv. Whatever type of baby or child seat you use remember to use it every time you take your baby in the car. Most accidents happen on short trips - not long ones.
- v. You will most likely need at least two child seats as your child grows; a baby seat and a child seat, you may also like to purchase a booster seat.

STAGE ONE: Baby Birth - 10kgs (22lbs), Age up to 6-9 months, BS AU202a or ECE R 44.

For a very young baby, the safest type of restraint is a baby seat, which is also called a

rear facing infant carrier. Babies have bigger heads and smaller bodies than adults so their centre of gravity is a lot higher. They also have weak necks that cannot support their head. Because of this a child restraint in the rear facing position, incorporating an energy absorption pad, is considered the best for young babies, it also avoids too much pressure being put onto the babies spine.

A baby seat can be fitted in the front or rear seat of the car, held in place by a three point lap and diagonal seat belt. They must have their own harness to keep them secure in the seat. Experts recommend that baby seats are placed in the front seat.

YOU MUST NOT USE A REAR FACING BABY SEAT IN THE FRONT SEAT OF A CAR FITTED WITH A

PASSENGER SIDE AIR BAG.

STAGE TWO: Young Children 8 to 18kgs (20 to 44lbs), Age approximately 6 - 9 months to 4 years, BS AU186 (or 186a) or ECE R 44.

Once a child is able to hold its head up it can travel in a

forward facing child seat, sometimes called a toddler seat, a forward facing child seat, or a stage two restraint. If rear seat belts are already fitted to the car then a child seat which can be secured by the existing seat belts should be used.

If there are no rear seat belts the car may still have rear seat belt anchorage points, as these have been compulsory on all new cars since 1981. You can buy seat belts at most good accessory shops, garage spare departments and TSSC Offers. It is more expensive to fit rear seat belts in cars built before 1981, but it is well worthwhile, as it will keep you and your baby safe.

STAGE THREE: Older Children 15 to 36kgs, Age approximately 4 to 11 years, BS AU185 or ECE R 44.

Another alternative for young children is a booster seat, which can then be used with an adult lap and diagonal seat belt. The booster cushion is not only secured in place by the seat belt, it also lifts the child up so that the belt is safely positioned across the child's shoulder and

pelvis and not dangerously across the neck and stomach.

The extra height also lets the child see out of the car windows. A booster seat with a full back will also help restrain the child when asleep.

At this age a child could use either a normal adult seat belt with a booster cushion, or a special rear seat belt which adjusts to safely fit passengers of all sizes from a small child to an adult.

DO NOT USE A HOUSEHOLD CUSHION - A CHILD COULD SLIP UNDER THE SEAT BELT AND BE INJURED.

BBC Top Gear believe that car manufacturers should be able to recommend certain seats as suitable and put instructions in the car handbook - but this is not always the case. When choosing a baby seat you must seek advice as to the type that fits best in your vehicle. If a manufacturer, or the store that you purchased your seat from is not sure, then seek further advice. (I would welcome any research that has been done on this with regard to all Club Cars - Mike.)

REMEMBER, CHILD SEATS SHOULD BE FITTED AS SECURELY AS POSSIBLE WITH NO EXCESSIVE MOVEMENTS.

Further Advice

a. There is a vigorous market in second-hand restraints, you should avoid these products unless you know:-

- i. The full history of the seat,
- ii. You are sure that it has not been involved in an accident,
- iii. You receive the correct written fitting instructions.

b. Do not buy a seat if the belts show signs of wear. Either replace the seat or the webbing and check all assemblies. If it has been involved in an accident the belt's energy absorbing qualities can and may be damaged.

c. Check child seats regularly for signs of wear

and tear and dispose of it properly if it shows any signs at all of damage.

d. WARNING: AIR BAGS

YOU MUST NOT USE A REAR FACING BABY SEAT IN THE FRONT SEAT OF A CAR THAT IS FITTED WITH A PASSENGER SIDE AIR BAG.

IN THESE CIRCUMSTANCES USE IT ONLY IN THE REAR SEAT.

e. Never put a seat belt around you and the baby - in the event of an accident you would squash your baby to death!

f. It is unwise to put your baby in the luggage space of hatchbacks or estate cars - this is the rear crumple zone and using it without correctly fitted seats may be an offence.

g. You can hire a baby seat at a reasonable rate and get loads of good advice at the same time. ask your Midwife, Health Visitor or local Road Safety Officer if there is a loan scheme in your area. Some retailers also have a 'buyback' scheme for old child seats, ask around before buying.

h. Carrycots are very good for carrying children, but are not an adequate safety restraint in any moving vehicle.

AND FINALLY, REMEMBER, IT IS YOUR RESPONSIBILITY TO KEEP YOUR CHILD SAFE - THERE ARE NO SHORT CUTS.

ISOFIX

The idea behind **ISOFIX** is to have a standard point in all cars to which baby seats can be fitted.

All the main motor car and baby seat manufacturers, consumer and safety groups have been heavily involved with the development of the system, lead by the Transport Research Laboratory.

Essentially four horizontal bars are mounted in controlled positions, two in the crease at the base of the seat back and two below the leading edge of the front seat cushion. The system should then be available either as an optional extra or fitted as standard to certain makes of car. All manufactured baby seats will then plug in and clip onto the bars.

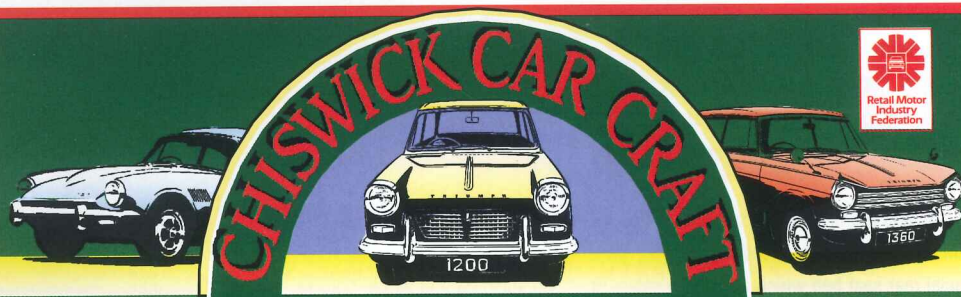
It is currently being tested by the International Standards Organisation (ISO) and once all the fittings are standardised, which could take at least a year, ISOFIX should be available.

ISOFIX is not going to be available on the market for at least two years, so in the meantime please follow the advice above.

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If you have a query, or topic on Road Traffic legislation why not write to:

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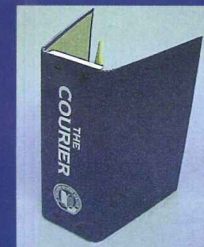
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How to Build a Sportscar II

By Trevor Collett

Appetite still whetted?
Want to know the rest of the
story of the GT7 build? Ok, I'll
shut up and let John Culpin
continue from where he
left off last month:

The car is using standard GT6 suspension with the exception of the rear spring, which has lost three leafs to compensate for the much reduced weight. The rear shocks were changed to shorter Spax adjustables, as the standard ones were too long. The front

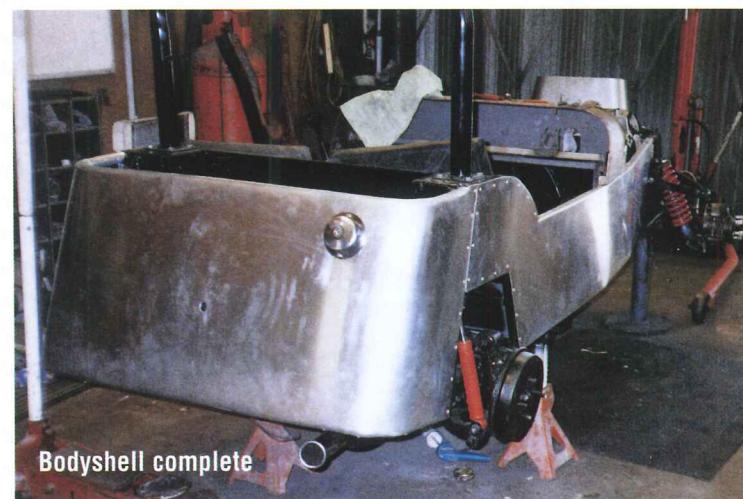
shocks were changed for new standard units but after driving the car I think that they will have to be changed for adjustable units. All bushes have been replaced with club polyurethane versions. The steering column has been extended and uses an additional UJ to get to the rack. The chassis was primed and two coats of chassis black applied, although this is adequate for the majority of the chassis it has not survived on the suspension arms so at some point these will need to be stripped down and given a powder coating.

Prior to fitting, the engine and gearbox were thoroughly cleaned and the engine was painted in an Alfa Romeo blue, why? Because Nick had some Alfa Romeo blue in stock.

The body was then clad in 1.5mm half hard aluminium, using a series of cardboard templates to cut the correct shapes from the flat sheets of aluminium. The rear panel, having to be bent around compound curves, was heated up to soften it sufficiently. The bonnet was again made using a cardboard template with the curved edges being formed using a



Skinning the Body



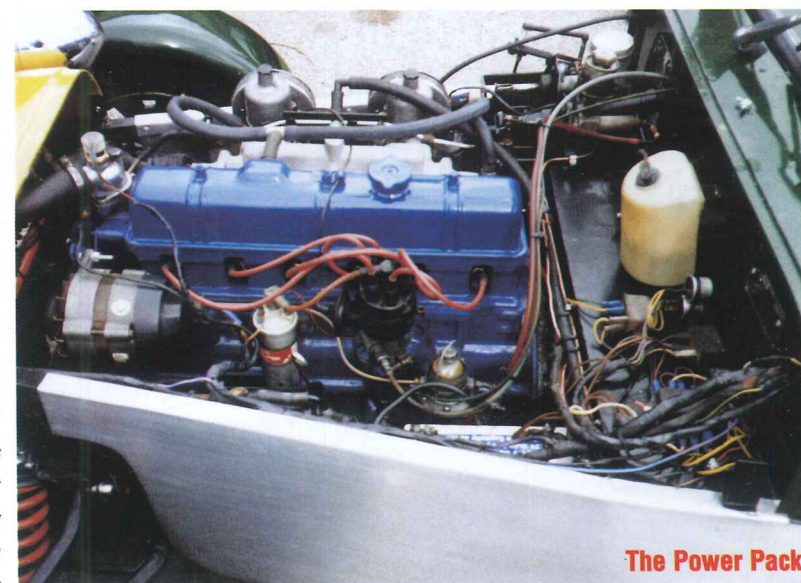
Bodyshell complete

although we had along way to go. The front wings and nose cone were bought off the shelf but we thought that it might be fun to make the rear wings ourselves. So I set about making a former with a large quantity of MDF. We took a mould in fibreglass from the former; this mould was then set into a frame for support. The two wings were then cast from the mould. It all seems quite

large welding bottle. This process took five days over three weekends, and this was using an electric metal shear as opposed to the tin snips that Ron Champion's book recommends. Admittedly, with hindsight, we could have used a thinner gauge of aluminium. The bonnet and nose cone are fixed using de Zeus fasteners rather than the more bulky spring clips that you more commonly see on Lotus 7 type cars.

At this stage the car was beginning to look like a car,

easy now but it took a hell of a lot longer than we thought and probably cost more than a pair of off the shelf wings, but then again, what price experience?



The Power Pack

Once a hole had been cut in the nose cone, a suitable grille was made and painted using a mesh recycled from a super market trolley. With the wings, scuttle and nose painted in two-pack and fitted we were ready to wire up the car.



The Office

We used the original loom with the addition of a fuse box courtesy of the same Mini that supplied the wiper motor and shaft. The loom had to be

coloured wiring that previous owners had seemed fit to weave in. The headlamps had been supplied by Anthony Stafford already wired in Triumph colours making life very much easier. Front indicators are sourced from a motorcycle and the rear lights are Land Rover Defender.

The dashboard

was made from a sheet of ply with circular holes cut with a router using the GT6 dash as a template; the ply was then covered in roof vinyl prior to fitting the clocks.



Let there be light

adjusted to remove the bits which were no longer required: interior lights, heated rear screen etc., along with about half a mile of additional multi-

Ron Champion describes how a section of aluminium channel can be easily bent around a timber former the same shape as the windscreen to make the windscreen surround, in the book this process is being carried out by one person. Well, Ron, it took two of us, a large amount of heat, swearing and burnt hands to make mine. Maybe my channel was too heavy a

gauge. Once made, the surround was dispatched to the local glazing company to cut a piece of laminated glass to fit. It only took them five goes to get it right, I'm just glad I got them to give

me a quote first. The sheet of very expensive (for the glazier) laminated glass was then bonded in using silicone mastic. Wipers are a pair of Mk2 2000 arms, blades drastically cut down and powered by a Mini wiper motor.

The cockpit is at present very basic, having only wheel-

car it was designed to be.

The GT7 took approximately 10 months to build, however the majority of the technical work was carried out by Nick Hall, to whom I owe a dept of gratitude; without him it wouldn't be. It has to be



And There you have it - a GT7!

chair cushions for seats, although they are actually quite comfortable on even fairly long journeys.

Once completed the car was driven, rather gingerly, to the local, and tame MOT test centre, where it passed its first MOT in its new form. The tester even classed it as a 1972 car despite its registration, so we needn't have fitted the rear fog light after all. With its new MOT, insurance certificate and a confirmation of the date of manufacture from the Heritage Trust I applied to the DVLA to get an age-related registration mark and historic vehicle status. Shortly after, SMK602Y became TGF277L and acquired a **FREE road fund licence**.

The car acquired a tonneau cover in the spring this year and at some time will be re-united with its original engine, after it has been balanced, flowed and rebuilt.

Since getting the GT7 on the road it has visited the SEM at Leatherhead and the International at Stafford and covered 3,720 fun-filled miles, proving itself to be the smile-a-mile

said that he has a vast knowledge of these cars and the way that they were engineered. So if anyone wishes to do something similar then he's the man to talk to.

Thanks, John. So, there you have it, how to build a sportscar in two easy lessons. Ok, not that easy, but it does go to show what can be done with a little bit of ingenuity and a little bit more of hard graft. Smiles per mile? Should be calculated and published for all cars. Our Triumphs would be up there near the top of the league, with John Culpin's GT7 in the premier division. If we bring in the fun-per-pound factor as well, what car could beat it?

If John's tale inspires anyone to build a similar car, or if anyone knows of another already built, make sure you tell me about it. I will bring it to the attention of the world, the world needs to know.

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After Market Goodies

By Mac Reynolds

Hi! ...here we are again...



Long dark evenings... time to relax, reflect, think about those winter projects you promised yourself you would do!... if this register proves to be as difficult as the last... it is only a short walk to the cliff edge... (I wonder how far one can throw a laptop?)... Several things that I want to catch up on... (missed from last months report due to over weariness!)... to begin with... a plea from Jonathan Ryder... he would be delighted to get in touch with the owner of his old Vitesse 1600 Saloon JPL 815C... Jonathan sold her way

back in 1992 to Mike Rowe(?)... "an interesting point that Jonathan passes on was that this Vitesse had an aftermarket WASO steering lock, this was drilled and bolted to the steering column, with a wiring loom extension running to the original ignition switch connector, the device featured an ignition switch with a chrome rectangular button above, this had to be depressed to release the lock and so free the column, although the ignition functions could be operated normally without depressing the switch-so you could start the car up and drive in a straight line, I took the lock out of another 1965 saloon (7482 KO) which I pulled out of a field, and was only suitable for parts, the donor car featured 'triangular WASO protected' stickers on each quarterlight so I guess the aftermarket lock was fitted soon after the car was purchased"... thanks for that Jonathan... I had not heard of these WASO aftermarket locks... have you Dick??... research needed I think...

Speaking of aftermarket items... here is another... details sent in by Del Holman... A Sedan C-Thru rear window heater... I just love this type of accessory... such a period box! just Magic... I always wanted one when I had my Vitesse saloon back in 1973!... along with reclining seats... that to my mind is the only defect of the Vitesse... no availability from new... I wonder why?...

After market stick-on rear window heater

"Mac's recent request for info about stick on rear screen



heaters coincided nicely with my recovery of three GT6s just before Christmas, that was chronicled in the February Courier. Recovered, along with a load of old spares was an unused SEDAN C-THRU REAR WINDOW HEATER. It consists of a 1 foot wide by 5 foot long strip of two paper layers, between which are fixed nine flat wire heating elements along their entire length. The wires appear to be good quality tungsten or nichrome resistance wire. The idea appears to be that one of the paper layers is a protective sheet attached to the other by a low impact adhesive. This has to be peeled off when the wires and their paper carrier are to be attached to the screen. The wires

have a high impact adhesive and fix firmly in place and the second carrier sheet of paper is then peeled off.

There is therefore no plastic layer to fog or discolour - just nine heater wires, about an inch or so apart.

To make the connections there are two plastic extrusions of the cross section shown, to be stuck to the right and left hand edges of the screen so that they are on top of the wires. The excess wire not stuck to the screen is then folded back over the extrusion. A thin piece of aluminium wire is pressed into the U of the extrusion so

that the heater wires are trapped in the U and an electrical connection made. Surplus heater wire is finally cut off. The ends of the aluminium wires are flattened so that they form the spade part of a standard Lucar connector. The rest of the kit consists of a normal dash switch, with feed and earth wire. The kit has all parts required including two switches, a flat tumbler (safe) type and a conventional flick lever (injury provoking) type. There are just two items missing from the kit - the instruction sheet and a sticky price label!

What surprises me most is the length of the paper sheets and wires in the C-THRU kit. It's five feet long! Most of the other kits that I have seen on cars at shows consist of a pre-printed sheet of plastic that may or may not remain on the screen when the element is fixed in place, which are often about fifteen inches by nine. So there you are Mac, a good quality rear heater retrieved for posterity." ...Thanks for that Del...the entry in these Courier pages has been a long time coming... apologies for that... blame it on the filing system!!

A mention now... a featured Vitesse (Overpage)... Belonging to Mark Stenson (Waterlooville)... now this Vitesse RFC 737J is a prime example why it is important to send away for you heritage trace (and also fill out that



also along the doors etc... giving a very individual look... and I liked the steering wheel boss... taken back to the original aluminium (rather than painted black)... nice little touches ...

A Question and answer session... first from Steve Downing... *"Could you please advise me as to the oil pressure that I would expect to see on my Vitesse Mk 1, 21 at idle. The technical data that I have states that the pressure at 2000 rpm should be between 40 to 60 psi. But does not state what I should*

be seeing at idle. Would you also know what pressure the oil pressure switch should switch at. I have measured the one fitted to my Vitesse and it reads 45 psi, which seems a little high to me..."

I passed this onto John Kipping (Triumph Guru) whose knowledgeable reply was..."The tickover pressure on any engine is irrelevant as non is required at low revs. As long as you are in the 40 to 60 PSI at 2000 rpm at normal temperature (it takes around 10 miles for the oil to come to temperature) then you don't have a problem. The bottom of the range or just below it means a new set of bearings is

required. Normally the pressure switches cut off around 7 to 10 PSI, anything higher than this and a new one is required..."

Next question from Darren Weeks... *"I have a Mk1 Vitesse*

also along the doors etc... giving a very individual look... and I liked the steering wheel boss... taken back to the original aluminium (rather than painted black)... nice little touches ...

A Question and answer session... first from Steve Downing... *"Could you please advise me as to the oil pressure that I would expect to see on my Vitesse Mk 1, 21 at idle. The technical data that I have states that the pressure at 2000 rpm should be between 40 to 60 psi. But does not state what I should*

De-seamed Bonnet



another photo that I took myself at Stafford... that I have been meaning to use ever since is this one of Ian Mcphersons (Clyde) very nice Convertible... you may recognise this car from the pages of Triumph world... as Ian does a Running Report, but what I found interesting was that Ian had de-seamed the bonnet... removing the stainless trim...

also along the doors etc... giving a very individual look... and I liked the steering wheel boss... taken back to the original aluminium (rather than painted black)... nice little touches ...

and have recently replaced the front suspension (springs, shocks, bushes, brake disc, brake pistons) in a vain attempt to remove a knock which occurs randomly when braking (still there). However another problem has occurred, the brake disc is lifting the brake pads on one part of a revolution therefore causing a knocking noise. Thinking that a "blister" had formed on the brake disc I've replaced the brake disc but to no avail, any ideas?..."

Over to JK (Triumph Guru)... certainly one classic knocking sound from the front is the top shock bushes, but these should be fine unless you have fitted Spax shock absorbers (why would that be John?... Mac)... I can only suggest you get hold of a brake pad anti-rattle kit (a set of springs that tension the pads) that will be available from Canley Classics, part number BPA15.

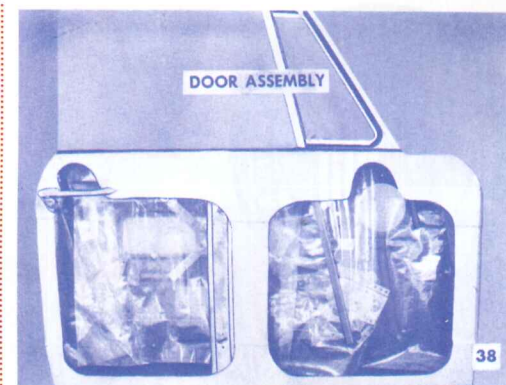
Thanks to our one and only Triumph Guru out there in NZ somewhere... for always being on the end of an e-mail ... (hope you got the mating ducks off the pond John !)...



A photo of a rather special piece of kit next ... (and a pressie from Dick to Me ... Thanks!!) given away free with the AA book of the car (the one with the white MKII Vitesse

featured) a "Tyre service pack" such a wonderful period extra...

Onto our regular Window door fitment... Frame 38 (Page 36)... "Adjusting window channels"... all important stuff !!... and to complete this register... a photo I took at the Leicester sunshine rally... just because I love Wedgewood Convertibles... (if you are



FRAME 35

FITTING GLASS TO REGULATOR

This frame shows the door with all internal mechanism completely assembled and polythene deflectors in their correct positions

the owner... send me some history /info)... and finally a question from Anabelle Del-mar... (Hope you sorted the radio interference Jonathan)... why as we are in imperial in Great Britain... why are engines termed in metric... ie 2 Litre?? now there's a question! and this war with Iraq... does America want World peace?... or just another piece of the World?... on that sad note I will say... Thanks... Take Care... Cheers...

Mac

P.S. Good to catch up with Peter and Valerie (Williams) in one of our local hostilleries...not sure if the photos of the two Triumphs in the carpark will come out as dusk was falling... hope the trip to the Eden Project was as good as expected. Maybe we'll catch up next year at Ian and Jane's BBQ as we sadly missed it this year...





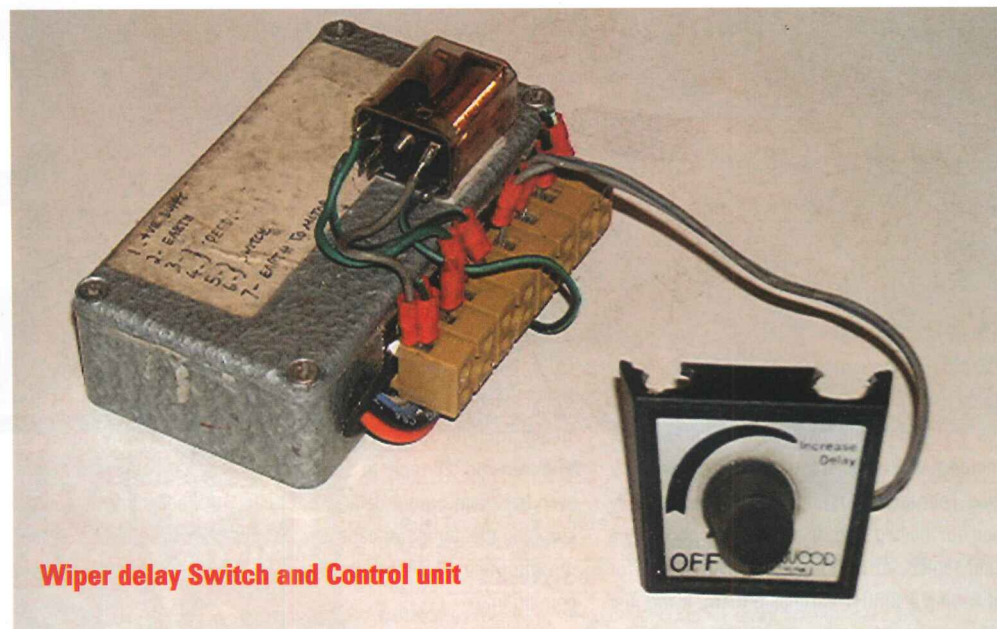
Variable Delays

By Colin Lindsay

Hi all, and Greetings from Northern Ireland!

To which warm and wet clime I have returned after a trip to the outer regions of the civilised world ... not one, but two excursions across the briny, braving the indescribable breakfasts on the Stena HSS for a remarkably Triumph-free tour of Upper England. Carlisle, Chester, Rhyl, Lincoln, York and Newcastle came and went; don't mention Gainsborough which provided the only Triumph sightings of the whole tour (and not much else ...), a red Spitfire 1500 in the town centre, and a black MkIII Spitfire on the road to Doncaster; and not forgetting Prestatyn which had a large and very malodorous dead sheep lying on the beach. York and Newcastle were excellent, since I was able to park the car up in the hotel car park and walk for five days solid. I managed by dint of a small detour (about three hours driving) to take in Club Headquarters and say hello to Bernard in his loft; so impressed was I by his computer set-up that on my return home I bought a new Quicksilver G4 Macintosh which promptly ate all of my digital photos of the holiday plus my downloaded e-mails (417 of them waiting for my return ... !!) and disposed of them down the cyberdrain. Thankfully, most of them were junk e-mails (no, I'm not in debt and yes, I am happy with my breast size) but any member awaiting a reply for any extraordinary length of time should get in touch again ... I also invested in a new CD player for SAL, which if played suitably loudly covers the embarrassing rattles and wheezes from the gearbox which is definitely on it's way out ... No sooner had I returned home but I was

off on my travels again, this time to Callendar for the Doune Classic Weekend. We've now christened it 'Pouring Doune ...' (that's the polite version) but that's exactly what it did. One good thing about drinking beer in the rain, it never empties - it just gets progressively weaker. The beer tent didn't actually open on the Friday night so we provided our own and sat around a solitary candle like four misers at a seance, listening to the rain beating down on the marquee and watching cars negotiating the foot of mud that had been grass on our arrival. I treated SAL to a reconditioned bonnet courtesy of Chic Doig, Callendar, and as it still required final fettling and a respray I kept out of the show arena on the Sunday. There were some nice GT6s - Bill Miller's Emerald Green MkIII was present, and looking remarkably mud free - I could have shown you the photos BUT... One photo I can show you is a very necessary accessory purchased just before I left and still awaiting fitting. This is an intermittent wiper unit with variable delay, a period fitment made by Linwood in the 60's, and probably the size of a 10p piece nowadays. If the weather keeps on as it has been, it will be a boon to those of us who have to lean across the entire dashboard to flick the wiper switch every ten seconds or so. Since there are minimal fitting instructions I'll budget on another wiring loom before I commence fitting ...!! This is one of the individual components I mentioned last month that I would discuss fitting and should be a simple matter of splicing it into the main



Wiper delay Switch and Control unit

wiper circuit; I'll fit an inline fuse in case it's suspect, being a second-hand item. What I will need to do is fit a length of suitable electric cable to connect the unit to the circuit. Calculating what size of cable is needed is simplicity itself. The load, or amps required to power the unit, determines the size of cable. If you have a handy reel of labelled wire, then Bob's your builder. If not, then look for the code written along the side of the outer sheath. The code tells you the number of strands of a certain thickness, for example 28/0.010 in means there are 28

strands of 0.010 inches thick. Looking through my own wiring supplies, I have reels of 14/0.010 in and 28/0.010 in wire thoughtfully marked 5 amps and 15 amps respectively. You can see that although the thicker wire has twice the number of strands, it can actually carry three times the load. What load do I need for the wipers? I'm perfectly happy to cheat here as the manual claims the wiper motor is 3.4 amps. If you know the wattage of your unit - for instance a 60 watt spotlight - simply divide the wattage by the volts; in a car it's usually 12 volts - and the

answer is the loading: 5 amps. I know this is very technical when today you can walk into a Car Accessory shop and buy labelled wire, but it might help someday when the shops are shut, the MOT is tomorrow and all you have between you and despair is 12" of unlabelled wire ... if in doubt, never use thinner cable than was originally fitted; you might save the price of a new wiring loom ... remember, I'm not a qualified auto electrician, so be careful, and if in any doubt at all ask an expert! Members' photos this month (overpage) come from Belfast's Micheal Kernohan, who spotted this very nice MkII whilst on holiday at Le Mans in June. I think the registration number is familiar to me - the brain won't function tonight, it'll come to me eventually - and it's looking very well; however the blue K-reg TR6 parked next to it is missing a windscreen and



with a humungous dingie in the passenger side windscreen pillar. Somebody have a mishap? This very nice MkIII belongs to Paul Essex of Kinton in Warwickshire. Paul has owned it since February 2001; it's looking remarkably good for having had at least 12 owners since being registered in April 1973. (No excuse for not having a BMIHT certificate there, living just a beagle's gowl from Gaydon!!) French blue is a

lovely colour; almost puts me in the mood for another MkIII (must extend the garage...). Since I'm now in the aftermath of the Totally Triumph Show in Belfast and will have a bit more free time from now on, I'll reply to the IVRs I've received so far and might even get them onto a database if I can work out the best way of stopping the computer eating it ... That's it for this month ... keep me informed of all happenings GT6-ish, and keep the photos coming in!

Colin



TR7 . SPITFIRE MkIV-1500 . TR5-250-6 . TR2-TR4A . TRIUMPH TUNE

Let's Triumph together

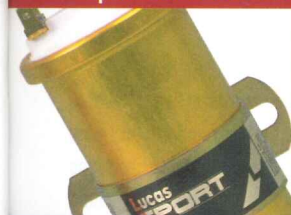
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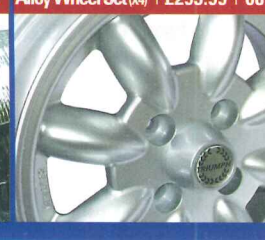
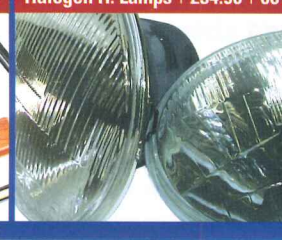
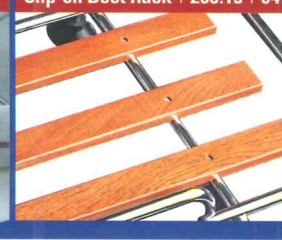
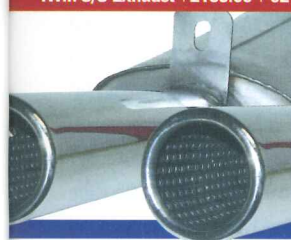


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As I have said before, when sending in your IVR, why not put a few words down about your car.

TRIUMPH Herald
13/60 Register

Your

By Derek Giles

Cheshire did complete with photo, so this is what I know about his exploits. A few mouths before his 50th birthday Graham bought a copy of Practical Classics simply because it had a Triumph Herald on the cover. The photo revived memories of his white 13/60 Saloon UFH 220G (is it still around?), that cost him £360 In the 70's. UFH was his first REAL CAR; before that he had driven a Reliant Regal, which had an engine that was impossible to get at. After reading PC he left it lying around and as he had hoped, his wife saw it. I've a great idea she said I'll buy you a Herald for your birthday! and after she had picked him up off the floor he replied **WOW** I'll start looking right away. He eventually found

It will at least give me some insight into the car and even perhaps some beef for my column. This is just what Graham Sinagola from



Graham Sinagola's Convertible

Words!

a Valencia Blue 13/60 Convertible in Cumbria. A young couple wanted to sell it to help with financing the purchase of a new home. It took Graham about an hour to crawl all over the car in the rain checking the usual points to look for and being satisfied he struck a deal and drove off in DTX 582J. Graham followed by his wife at a safe distance as the brakes gave him some apprehension, NOT being an responsive as is the way with more modern forms of transport. They did though make it back in one piece. Graham tells me that as far as he can tell DFX is mostly original apart from at one stage new/repainted rear wheel arches and respray. During the 12 months the car has been with the Singola's Graham has fitted new door panels, carpets, gear lever and handbrake rubbers and, to get it through the MOT, nearside front trunion bushes and rear shocks. The body is rust free but he has had to do a few patches in the floor. The next jobs to do are new brake pipes and rear wheel cylinders. DTX has given the whole family lots of enjoyment over the past year and proved a great hit with Isabel and Caroline the Singolas' young daughters who get great delight from waving at passers-by whenever they are in the back seat. Graham hopes to do Le Jog in DTX one day just as soon as he has made the car watertight (not an easy job in a convertible) which of course it is not at the moment! Even his old Saloon gave in to the elements on a drive to Lochinvar as at the end of the journey there was 6" of water in the footwells. (best of luck Graham but you may need to invest in some flippers). So there you have it, quite a lot can be gained from a page of your thoughts sent in with your IVR - have a GO, you know it makes sense and my job easier!

ODDS-N-SODS (2)

Continuing on from last month's what works well on our cars, I thought I would tackle some **MILD TUNING** questions that might turn up. So if any of you are thinking of doing something about gaining a little more power from your 1296cc lump over the winter, this may help. Obviously most people think straight in the direction of Twin Carbs which if you look at the earlier Spitfires seems the thing to do, and to a certain extent is true. Bear in mind though other items used to gain that extra 7 bhp include the cam. Plus when the extra power is in a lighter, smaller car I guess the faster you go.

Twin Carbs:- 2x1 1/2" on standard engine

Yes the engine will breath better with two chokes so go for the MkIII 1 1/4" HS2s and manifold. They are standard a straight swap for the Stromberg and manifold. Keep the **RED** springs and AAN swing needles. These, when set up, should give an extra 4 bhp if all else is kept as standard (i.e. exhaust/air filters/dizzy and head).

Beyond this engine wise you must look to other parameters for any extra bhp up to say the 75 of the full MkIII engine.

Twin Carbs:- 2 x 1 1/4" uprated engine

For an extra 2/3bhp the exhaust must be altered to give the better inlet flow a way of escaping faster. Go for a 4-branch AND Semi Sports system either in S/S or Mild Steel (worth about 3 bhp). **NOW** with this set-up, **KEEP** the Red springs **BUT** go for AAT needles and some Open air filters. I find the chrome pancake type very good, they flow the air well and **DON'T** weaken the mix through the whole rev range of our engines.

This should give another 3/4 bhp. **I DON'T GO MUCH ON K &Ns** - very noisy and can upset airflow at higher revs.

Camshafts:- Mild road use

The MkIII has a **LONGER** open period than the standard cam on both inlet and exhaust and is the basis for a lot of the after market cams that come under the guise **ROAD CAM**. This type of cam should give you the extra 5 bhp to get close to the Spit MkIII 75 if used with the other mods. The 1500 cam has a **HIGHER LIFT** than the standard cam but with the same timing so should in theory give more power, not so as it is designed for **TORQUE** (pulling power) to cope with emission control restrictions on the

later engines. The 1500 has good pulling power **BUT** does **NOT** rev as easily as the 1296. **ALSO** with a higher lift the valve opening is accelerated up the lobe of the cam and down again which adds to the lower revving engine. So a longer opening cam is better to spread the power range.

Throttle Cable:- Twin carbs on 1296 engine

In order to make the twin set-up work well, we need a new throttle cable (the 13/60 one can be cobbled to fit at a pinch) so you need a Vitesse LHD cable to do the job OK - most of our suppliers can oblige with all the right bits.

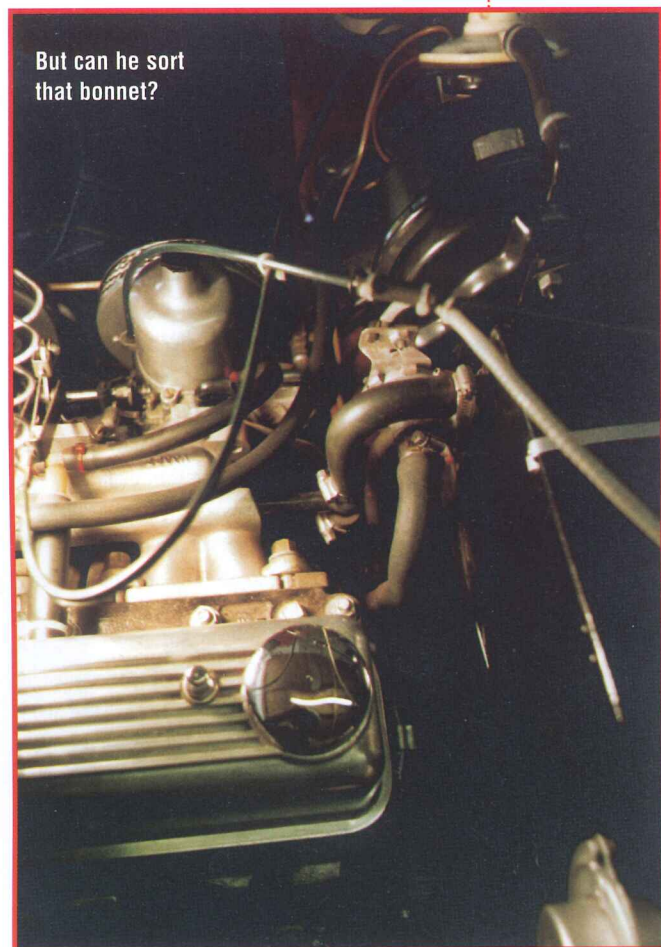
Heater pipes:- Twin carbs on 1296 engine

have struggled to get the hoses to fit the heater. The top one is usually bent and squashed to fit the **TOP** heater pipe. This need **NOT** the **NORM**. The manifold comes with a **T** piece at the **L/H** end for the heater and return pipe, the bottom one is the **SAME** as the 13/60 connection (use same hose) the top one feeds the heater. If you **REVERSE** the **FLOW** through the **HEATER** i.e. manifold to **TOP PIPE** and **VALVE** to **RETURN PIPE** you will find the hoses easier to fit. **AND NO** this does **NOT** affect the heater, the water is **PUMPED** round so goes where it is directed (see photo). If you are not sure, just make sure you reverse **FLUSH** the matrix in case it is full of crud.

Next month, hopefully, I will talk about a better head and larger (1 1/2") carbs as on my own car, which gives me about 80 bhp.

AND FINALLY:

I was talking to Rob Newton-Allen the other day whilst we were working on his front brakes about easy ways to **BLEED** the system, when I remembered back in the 70's I used a one-man system called ABV. It was a set of bleed nipples that made it possible to do the job on your own. The Automatic Bleed Valve (hence the initials) came in a set of four (one for each wheel) which when slackened off would allow fluid/air to pass under pedal pressure to a container **BUT** prevent air being drawn back into the system. This was by virtue of a spring loaded valve inside the nipple which locked when the nipple was tightened. Does anyone else remember these being available? and if so, did any of you use them? It looks as if a similar set are made in the USA and Rob is trying to have a set shipped over just for the crack I guess, but if like me you do most of your brake work on your own they could be a godsend, I'll let you know what we find out.



But can he sort that bonnet?

(Smiths Heater)

A lot of Twin carb set ups you see on our cars seem to

CHEERS for now, and keep in **TUNE!**

Derek



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The RBR & MOT

By Suzie Singleton

What a blast!

We successfully completed the Round Britain Reliability

Run over the weekend in Guy's 2 litre Bond Estate and, despite some trepidation on my part beforehand as to how well I'd stand up to 48 hours non-stop - never mind the car and my two drivers - it worked so much better than I could have imagined. Sure, there were times when I pondered the eternal question - "What the *bleep* am I doing here?" but

mostly it was just a really fun time, if a bit surreal at times. I also managed to occupy some of my non-navigating hours by creating a web-page during the event with the help of laptop, mobile phone and Bluetooth adaptor.

Despite some hiccups with this the final result can be seen at <http://triumphsouth.20m.com/rbr.html>



I have to say I was a little disappointed to find only one roundtail Spit was entered, though after doing the event three up in an estate which allowed us all to get some rest stretched out in the back, I really can't imagine doing the run in a two seater at all, so congratulations to all those who did. I didn't manage to speak to Toby & Linda Sears about their MkIII Spitfire though did notice the badging on the boot lid (Above) which helps to explain why they were happy to tackle the trip in that car.

A couple of weeks before the run I found the opposite situation with several early Spitfires taking part in TSSC Norfolk's Mile of Triumphs run. Too many to show them all here unfortunately but perhaps just a few. See the montage page (over) and see if you can spot yours! It's a trip I've been planning to make for the last few years but something unexpected came up each year to prevent it. This year we finally made it and thoroughly enjoyed ourselves. The line stretched to over half a mile - with about another half mile of Minis

turning up at the same time. Can I encourage you to fit it into your calendars next year if at all possible, if only for the experience of driving in such a long convoy - with a police escort - and being given official orders to ignore red traffic lights and not let anyone else in at junctions or roundabouts. I think the whole weekend was worth going to for that bit alone!

Since I took on this job I've had more reason to look closely at the various Spitfires I've seen and although personally I'm not a fan of major modifications, I do enjoy seeing the minor mods and little tweaks that people have come up with and



decided to spotlight a few here. Firstly a couple I found on a very early Spitfire 4: a previous owner had come up with an answer to the problem of the rear light cover's propensity to swivel on its one fixing screw by creating nice 'cages' for them. He'd also found a very neat solution to containing any spills of brake and clutch fluid. Another interesting idea came from a MkII where a frame had been



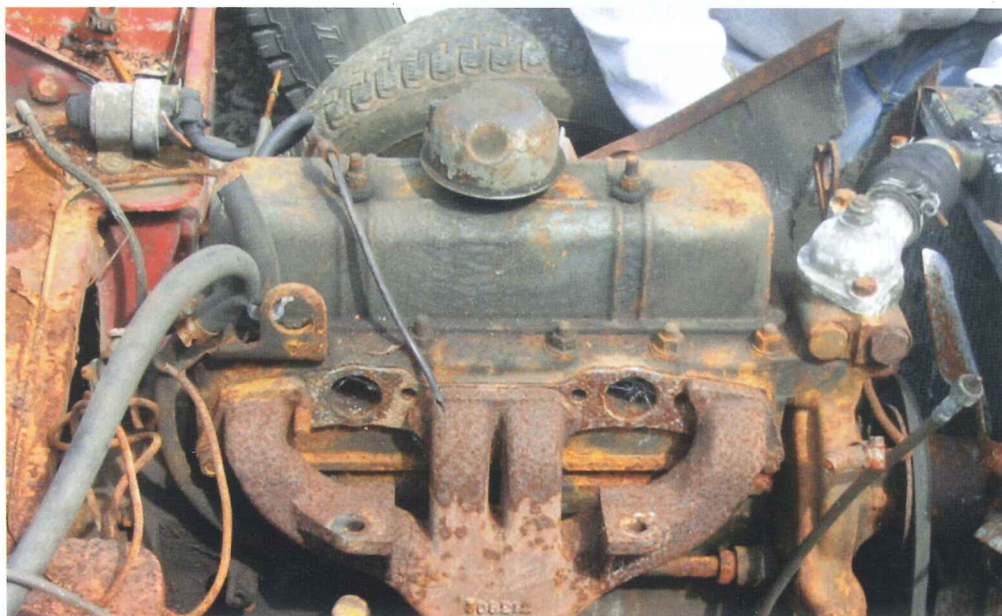
can imagine though that, with a car which never has its hard top removed, it could be a good idea.

I'd be very interested in hearing about other clever ideas people have had with such alterations and additions to their Spitfires and would really like to feature some more sometime.

Another oddity I came across was in the half- Spitfire we collected in June. The Rocker Cover Box has the filler cap in the middle rather than at one end (see below). We were unsure what it may have come from originally but have been told it was likely it was from a Standard 8 or 10 - unless you know otherwise ...

created around the door windows. I wonder what prompted that person to go to so much work, and how much difference it would make to rattly windows? Although I admire the work that must have gone into doing this I must admit that my personal preference, particularly with a convertible, would be not to do this. I

And finally, I've been trying to catch up with Guy in the car ownership stakes so to that end last night we brought home our 4th Spitfire. Shame I'm so good at finding the ones that keep Guy busy for weeks dismantling them rather than the perfect, one owner only, going-for-a-song treasures other people seem to find.



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Bonded Out & About

By Guy Singleton

Phew! - I think I'm about Bonded Out this month!

Firstly 495 miles for the Mile of Triumphs weekend in the convertible, then 47 hours, 1833 miles in my 2 litre Estate - the Club Triumph Round Britain Run - Enfield to John o' Groats to Lands End to Enfield.

The Mile of Triumphs was a great weekend, sunny the whole time. Suzie, practising her navigation duties for the RBR, took us up through the scenic route having an aversion to two lane roads and even managed a bit of boating on the Broads crossing via the Reedham chain ferry. Nice to see the Bond end being held up by Mike Carter with his 4s and newly acquired



VOW 152J at the Great Yarmouth MOT Event

(that day!) Ansfold folding caravan and Robin Rose with his MkII 2 litre coupe and of course, my convertible.

The estate performed very well on the Round Britain Run, engine never missing a beat the whole way round - an average of 28mpg with some fairly spirited driving - not bad at all. We were pretty lucky with the rest of the car too - putting aside the plethora of British etymological wildlife collected on the windscreen during the trip, the exhaust didn't fair so well from bottoming out on the A833 (so, just how many single track A roads - with passing places! - are



HLM 280C with Ansfold

Bond at John o Groats



ered that the bracket on the bottom of the bonnet had broken - rusted away, more like! The bracket is fairly simple and I made up a new one from some galvanised steel sheet - see photos. [Overpage] On all the 2 litre

there in Britain?) coming back down from JoG, splitting the silencer box. The photo is proof that Triumph were ahead of the game, including a perfect can holder - predates all the modern "cup holders" and I think the design of the ring pull can !! - We discovered this one on the 2000 Round Britain run and found it very useful ever since.

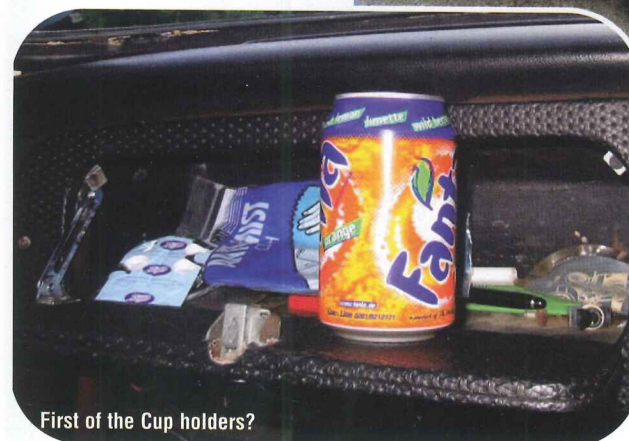
A couple of weeks ago I opened the bonnet on my convertible and discov-



RBR Bond Estate

cars and 4s models it is important that the support bracket is intact and also that the wheel arches are securely riveted to the bonnet.

When I was checking the Estate over before the Round Britain Run I noticed that the rivets holding the bonnet to the wheel arches needed replacing - I'm glad I did this as driving down from Bettyhill on the north coast of Scotland to Altnaharra on the B871 the bracket



First of the Cup holders?

BONDS quipe Register



Bracket for bonnet

welded onto the bonnet frame which picks up the bracket on the bottom of the bonnet had sheered off - fortunately as the bonnet was well riveted to the wheel arches, a few cable ties helped take up some of the load, and it all held together until we got home - 5 minutes with the welder fixed it!

I have now ordered some Bond Equipe GT badges and Equipe Scroll badges - these should be delivered in about 1 month. I should have 2 spares of each so,

if anyone wants one let me know. I can also get Bond Lozenge badges for the 2+2, at a cost of £17.00 plus p&p. I am still trying to find the number 6 for the 2 litres and the number and letter combination for the 4s but no luck as yet with this.

Imagine my surprise when I opened the current issue of Triumph World to see Paul Cammerer's 2l convertible in bright Technicolor as I'd seen the car myself at the Essentially Equipes Rally at Milton Keynes just a month before. Well done Paul!

Nick Moore in New Zealand recently wrote of an amazing treasure trove of cars he'd found and provided a photo of a Bond lurking in their midst.



Bracket replaced

"I guess we've all heard of them; old guys with huge car collections, secreted away and growing in rumour if not in size, mentioned wistfully in passing by car buffs looking for parts or the next big project. 'I'll bet old so-and-so's got a dozen of 'em, but you'll never get past the gate', and so on.

I just got back from a reconnaissance trip for a car rally at the end of the year, which involved not only finding scenic sealed back roads, but also accommodation, points of interest, and organising coffee



New Zealand Bond

and lunch stops. And one of those points of interest is a mammoth car collection, which the owner has agreed to open for the day to our club members.

The owner (we'll call him Duncan, as it's his name) is in his seventies, I think, and has a large property with about 70 cars on it, all in sheds. Many of the sheds are built under trees, as the local building inspector used to fly about spotting illegal constructions. He's been buying cars that grab his fancy for about forty years, and continually extending the buildings to house them. We squeezed between rows of dusty cars on dry dirt floors, most of which have notes under the wiper detailing when the engine was last started. Some we couldn't get near, as they were too closely packed together.

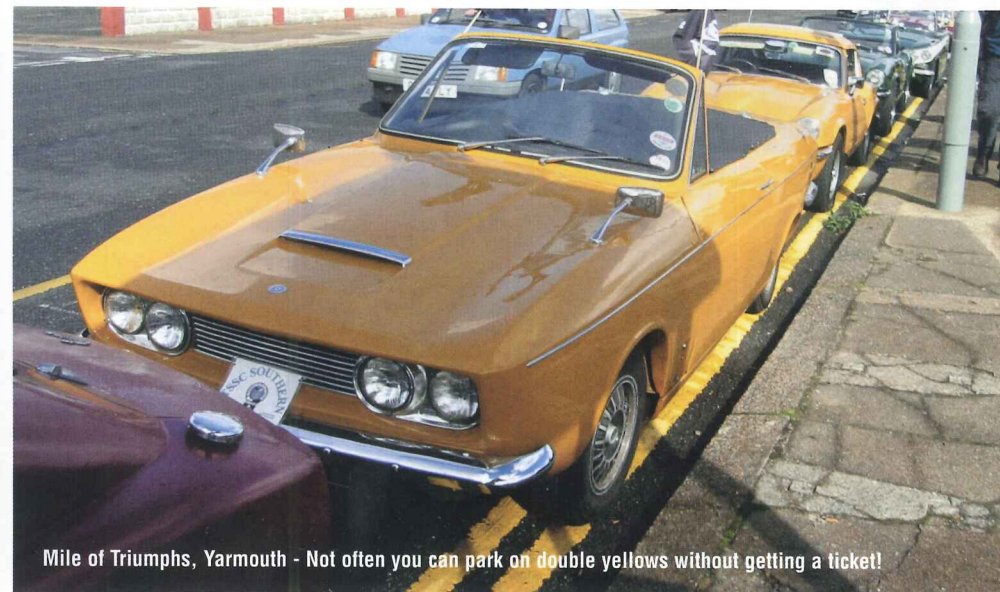
Once we'd been shown around, he asked if we'd like to see his other collection. Although starting to suffer car-burnout we agreed, and what we saw in an old meat-packaging plant was amazing. In total he has perhaps 200 cars, of all species. The Triumph contingent included a '62 Herald 1200 coupe (blue and white, twin SUs), Bond Equipe (never seen one in NZ before), *[Guy's note: there is at least one 2+2 in New Zealand and I believe another 2litre]* a Jasmine 13/60 saloon with 18,000 miles, a 4.4L Stag (P76 motor), Renown, 2 Mayflowers and several PIs. But there were also Borgwards, a Shelby Mustang, Reliant Scimitar, Bristol 401, Grahams, Buick Riviera, E-type, XJ6s, ABC tourer, Porsche

912, NSUs, Rootes cars, Packards, Studebakers, Standards, Rovers, a Maserati coupe, and so much more, blending into a haze of slumbering, dusty refugees. Every warehouse had a small door at the back which looked as though it hadn't been opened in years, with more cars in the next room fading into the gloom.

We took some photos of the 1200 Coupe and Bond for our club website... hopefully up soon. And I can't wait to get back up there in November for another snoop. Favourite? If not one of the Triumphs, how about the Maserati? Six-cylinder, twin-plug, sixties coupe, burgundy with light tan interior. Although he ain't selling. Anything."

I spoke to Dave Hearnden the other day, who you may remember was joint Equipe Secretary with me. He said that he is selling his 2 litre convertible. I gather it is basically sound, needs cosmetic attention, but has been raced and rallied! Offers around £600. Dave can be contacted on 07971 626491.

PS. Is the owner of the dark blue 2 litre coupe who passed Suzie in Wroughton, near Swindon, on 10th October reading this? A Bond that close to home that I don't know about! If you are, or know whose car it is I'd love to hear about it.



Mile of Triumphs, Yarmouth - Not often you can park on double yellows without getting a ticket!



Up for Grabs

By Bill Davies

VVS 699 may well be familiar to some members.

I featured this Mk1 Courier back in June 2001 just after Barry Minett-Smith had acquired it. Recently seen at the Triumph World Picnic at Beale Park, Barry has now completed considerable work to make this a very presentable vehicle. VVS 699 was in good company at Beale Park with Peter Trow's late 1964 Courier BJB 381 B also in atten-

dance - it's not often we get to see 2 Couriers together. Barry tells me that he's now considering selling VVS 699, as he is constructing a replica of the Vitesse 6 Coupe prototype. I will be happy to pass on any enquiries to Barry.

I've included a few more photographs of Herald 1200s taken

Barry's Courier, Estate Conversion



at the Triumph World Picnic. I'm afraid I don't have any further information on any of these cars as I did not get a



Peter Trow's restored Courier in Gunmetal 3 - Triumph World Picnic



chance to speak to the owners. Thanks by the way to Andy Webb for sending me the photographs.



Triumph World Picnic

948 TC

Malcolm McCann of Ryton has sent me some pictures of his Herald 948 Twin Carb Saloon. Though externally the same as any other 948 Saloon, the TC had the full mechanical specification as the contemporary 948 Coupe, including the 4.55:1 final drive

ratio and 3 clock dashboard. This one was built in 1960 and looks pretty sound, though Malcolm doesn't say if he has the car's original front valance - a correct replacement would be pretty hard to find. 948 TCs are very few and far between with only a handful showing on the club's International Vehicle Register. Malcolm's car is currently for sale and as usual I will pass on any enquiries.

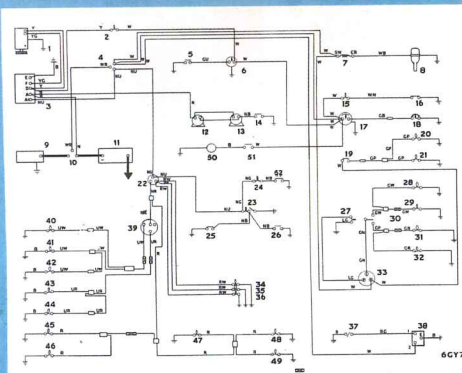
Fuses

A few years ago I was amused to read the readers questions page in a well known classic car magazine. A reader had written to ask where he could find the fusebox on his Triumph Herald. Home market Heralds were never fitted with any fuses, apart from an inline fuse on the 13/60s headlamp flasher, however this didn't stop the technical guru at the magazine giving precise



Malcolm McCann's 948 TC

TRIUMPH Herald
948, 1200 & 1250 Register



UK Wiring

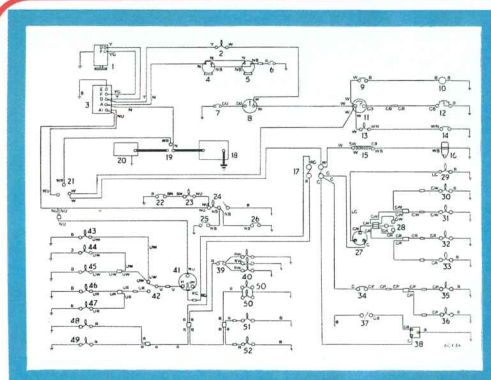
CABLE COLOUR CODE

B. Black.
U. Blue.
N. Brown.
G. Green.
K. Pink.
P. Purple.
R. Red.
S. Slate.
W. White.
Y. Yellow.
D. Dark.
L. Light.
M. Medium.

1. Generator.
2. Ignition warning light.
3. Control box.
4. Ignition/starter switch.
5. Temperature gauge switch.
6. Temperature gauge.
7. Ignition coil.
8. Distributor.
9. Starter motor.
10. Starter solenoid switch.
11. Battery.
12. Horn.
13. Horn.
14. Horn switch.
15. Oil pressure warning light.
16. Oil pressure warning light switch.
17. Fuel gauge.
18. Fuel tank unit.
19. Stop lamp switch.
20. R.H. stop lamp.
21. L.H. stop lamp.
22. Master (Lamps) switch.
23. Interior light.
24. Glove locker switch.
25. L.H. courtesy switch.
26. R.H. courtesy switch.
27. Flasher warning light.
28. R.H. rear flasher.
29. R.H. front flasher.
30. Direction indicator switch.
31. L.H. front flasher.
32. L.H. rear flasher.
33. Flasher unit.
34. Speedo illumination bulb.
35. Temperature gauge illumination bulb.
36. Fuel gauge illumination bulb.
37. Screen wiper switch.
38. Screen wiper motor.
39. Lighting switch (dip and side).
40. Main beam warning light.
41. R.H. headlamp main beam.
42. L.H. headlamp main beam.
43. R.H. headlamp dip beam.
44. L.H. headlamp dip beam.
45. L.H. side lamp.
46. R.H. side lamp.
47. Number plate lamp.
48. R.H. tail lamp.
49. L.H. tail lamp.
50. Blower motor.
51. Heater switch.
52. Glove locker light switch.

instructions on where the reader would find his fusebox..... somewhere up under the dashboard.

American law required all cars to have fuses fitted, so Heralds for the North American market were equipped with a 2-fuse Lucas 4FJ type fusebox. This is located on the front left side of the bulkhead, immediately behind and between the 2 master cylinders. Until recently I thought that no accurate wiring loom had ever been published for the fused Heralds, however Andy Mace of the Vintage Triumph Register in America has pointed me to the diagram which appears in the US edition of the Herald 948 Coupe owners handbook. I won't talk you



CONNECTORS

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EARTH

CABLE COLOUR CODE

B. Black. S. Slate.
U. Blue. W. White.
N. Brown. Y. Yellow.
G. Green. D. Dark.
K. Pink. L. Light.
P. Purple. M. Medium.
R. Red.

USA Wiring

1. Generator
2. Ignition Warning Lamp
3. Control Box
4. Horn
5. Horn
6. Horn Push
7. Temperature Transmitter
8. Temperature Gauge
9. Heater Fan Switch
10. Heater Fan Motor
11. Fuel Gauge
12. Tank Unit
13. Oil Pressure Warning Lamp
14. Oil Pressure Switch
15. Ignition Coil
16. Distributor
17. Fuse Unit
18. Battery
19. Starter Solenoid Switch
20. Starter Motor
21. Ignition/Starter Switch
22. Cubby Box Switch
23. Cubby Box Lamp
24. Interior Lamp
25. L.H. Courtesy Light Switch
26. R.H. Courtesy Light Switch
27. Flasher Unit
28. Turn Signal Switch
29. Turn Signal Indicator
30. R.H. Rear Turn Signal
31. R.H. Front Turn Signal
32. L.H. Front Turn Signal
33. R.H. Rear Turn Signal
34. Stop Lamps Switch
35. R.H. Stop Lamp
36. L.H. Stop Lamp
37. Windshield Wiper Switch
38. Windshield Wiper Motor
39. Instrument Illumination Switch
40. Instrument Lamps
41. Lighting Switch
42. Dip Switch
43. High Beam Indicator
44. L.H. Headlamp High Beam
45. R.H. Headlamp High Beam
46. R.H. Headlamp Low Beam
47. L.H. Headlamp Low Beam
48. R.H. Parking Lamp
49. L.H. Parking Lamp
50. License Plate Lamps
51. R.H. Tail Lamp
52. L.H. Tail Lamp

through the diagrams as they are quite different in layout, however this should be a help to anyone planning to install fuses in their Herald while retaining originality. It shouldn't be too difficult to translate the differences between the diagrams to any of the other 948 or 1200 models.

Early UK 1200s and late 948s actually have the mounting hole for the fusebox pressed in the bulkhead panel and blanked by a rubber plug. The plug can be prised out and a number 10 expansion nut (part number FC2803) put in its place to locate the fusebox. Comparing the diagrams reminds me of how the different British and American names given to car components has always amused me - "2 nations divided by a common language".



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A Right Pair!

By John Thomason



Although the car had received some body attention and been resprayed 8 years ago, I think the word 'excellent' was very slightly exaggerated.

A feature Article this month in response to my request for Snaps of your cars for header photographs and ideas for articles, **DAVID TURNER** of Newent in Gloucestershire sent in this article, so without further ado I'll hand over to David:

How sad that you failed to receive a heading photograph for your June article. So now, many owners (like me) will be rushing their pictures to you so that it doesn't happen again!

I purchased "Reggie" twelve months ago and since that time I've enjoyed every minute we've spent together. My first "love" had been to buy a Frogged, only because of happy memories over 30 years ago. One in average condition seemed to be at least 2-3K more than a Spit of

the same year and in the same condition. "Reggie" was spotted in the 'Cars for sale'

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section of the Hereford Times. It was the words '1500, one owner, O/D, excellent condition' that caught my eye.

To my great surprise when I went to see the car, I discovered I knew the owner! This gave me great confidence that the car would be true and genuine!

Although the car had received some body attention and been resprayed 8 years ago, I think the word 'excellent' was very slightly exaggerated. The interior of the car has that worn look but is still sound. When I purchased the car it had 92K on the clock and was still running on all the original engine parts and many others. The hood is almost as good as new.

Clive Heath, the original owner, had the car's full history all neatly on file. This was to be very helpful when agreeing the price to be paid. Clive had kept the original receipt. The asking price was £2395. I didn't want to spend more than £2000 so we agreed on £2250, leaving Clive with a depreciation of £9 to write off over some 24 years!

Essential repairs in the past 12 months have been one wheel cylinder, UJs and prop, and a reconditioned diff. To make driving more pleasurable the front shocks and springs have also been replaced. Reggie has just past his M.O.T. only needing one set of brake shoes and a ball joint.

At this point I must mention Dave Saunders of Triumph Spares - Pershore, for his excellent advice and work. Dave also offers real value for money. When the manifold gasket

was needing to be replaced, Dave suggested Reggie be filled with the "bunch" style exhaust manifold and downpipe. For £40 he supplied and fitted what was needed. The difference was unbelievable. More power, cleaner running engine and 20% more fuel economy - measured over 975 miles of mixed town and country motoring.

With 96K miles now on the clock, it's maybe not surprising that Reggie has a bit of a grumbling from the bottom end. As I now intend to use the car a lot more, i.e. 10 K miles per year, the decision has been made to



have a complete engine rebuild. For the first time in my life I don't begrudge spending money on repairs!

There's nothing Reggie enjoys more than a good wash and polish - he scrubs up well! Then it's top down for a right good 'ponce' around the towns and countryside. He's not adverse to the occasional blast down the motorway either! Both car and driver are a right pair of show-offs!

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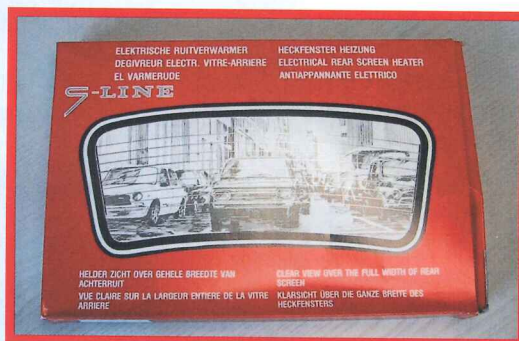
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PDI's and Videos

By Dick Plumridge

This month a bit more about what happened to your car before it was allowed to leave the Showroom floor; and something special for your Christmas stocking!

Pre-Delivery Inspection (PDI)

Have you ever wondered what sort of PDI - if any - was done on our cars when they were delivered new, back in the 60s - and how it was recorded? Some months back, 13/60 Register Sec. Derek Giles raised this question on behalf of Member Stephen Coutes. Stephen had a complete itemised PDI form as part of the brown "Triumph Passport to Service" documentation with his 1974 Toledo; whereas the blue & white "Servicing Schedules" book accompanying his 1970 Herald 13/60 contained nothing like this. He asked why - a good question.

For Triumph cars, the changeover to Passport style took place sometime in 1971 - so nearly all Heralds and Vitesse would have come with the old blue & white book. You often see

the Passport-style book on earlier cars from the Austin-Morris range, and Triumph adopted this a few years after the merger of BMC with BL in 1968.

The significance of this is that in the pre-'71 era, your PDI or "Customer Preparation Service" Form as it was then called, was part of the Safety Registration system - for recalls, etc. The Dealer filled-in this paperwork and was meant to send it to the Factory, so the Owner never saw it! It's only in the

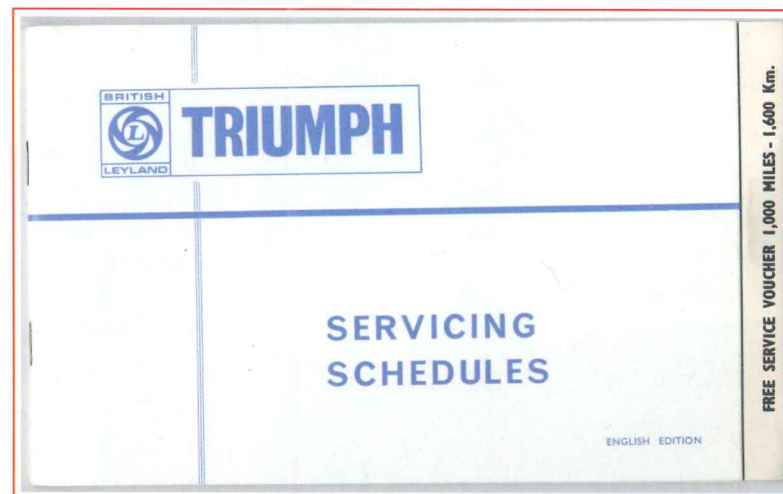
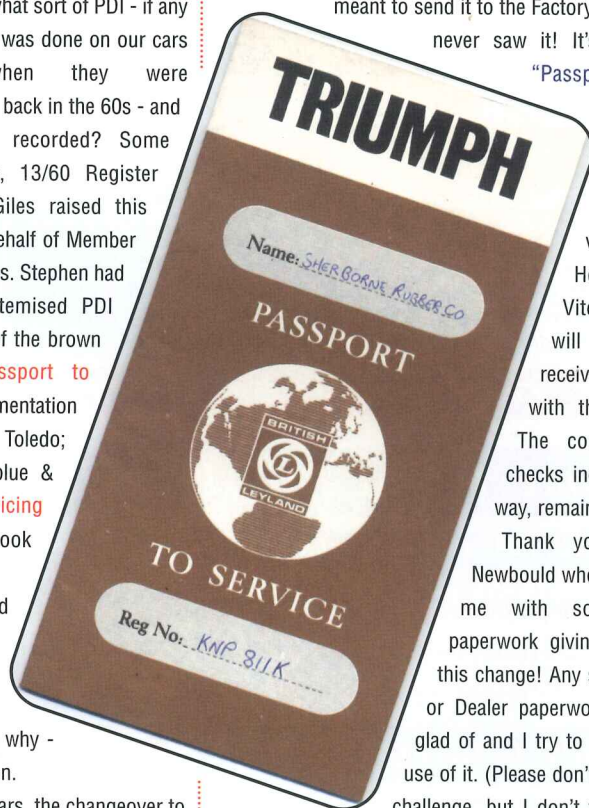
"Passport" era that the PDI Form was given to the Customer. So very, very few Herald or Vitesse Owners will ever have received a PDI Form with their new car!

The content of the checks included, by the way, remained the same.

Thank you to Stuart Newbould who first supplied me with some of the paperwork giving the clue to this change! Any sort of Factory or Dealer paperwork I'm always glad of and I try to make the best use of it. (Please don't take this as a challenge, but I don't think I've ever

been sent any Factory or Dealer paperwork that **HASN'T** been useful!)

It'd be good to pin-down the time of this change more closely. I know Triumph were using the "Servicing



Servicing Book

"Schedules" books in early '71 - they produced a revised Edition of it as late as the January! And I know of one Triumph sold in Dec '71 which got the "Passport" type documentation. Can we narrow-down this gap? Do you have (any) Triumph sold before Dec '71, with the brown "Passport" book? Or conversely, a mid-'71 (or later) car, sold with the blue & white "Servicing Schedules" book? Thanks!

The Herald's Launch - 1959 And All That

At Stafford I picked up from the Club stand, the video "HMF1039 TRIUMPH HERALD", produced by Heritage Motoring Films. Now, it's not my job to sell anybody anything, but I've got to tell you about this video! It includes three original Triumph films, two from 1959 and one from 1961, and fabulous stuff they are. The first shows in colourful detail the epic proving run of a prototype Herald Coupe and Saloon, up the entire length of Africa. This kind of pre-launch testing is normal now but was certainly not back then, and you can only admire how these Heralds took this on. And how well Triumph used the publicity - the "Turn Left For

Tangier" book that came out of it, which was also serialised in Motor magazine.

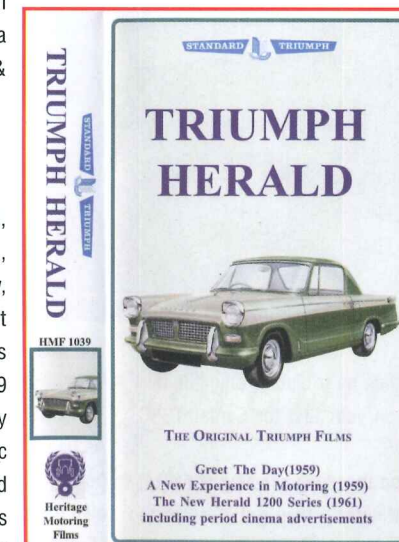
The whole project, like the car's design, seems to have been truly ground-breaking.

Then there's real time-warp footage showing 15 mins of the launch of the Herald to Dealers, at the Royal Albert Hall in April 1959. This is all in won-

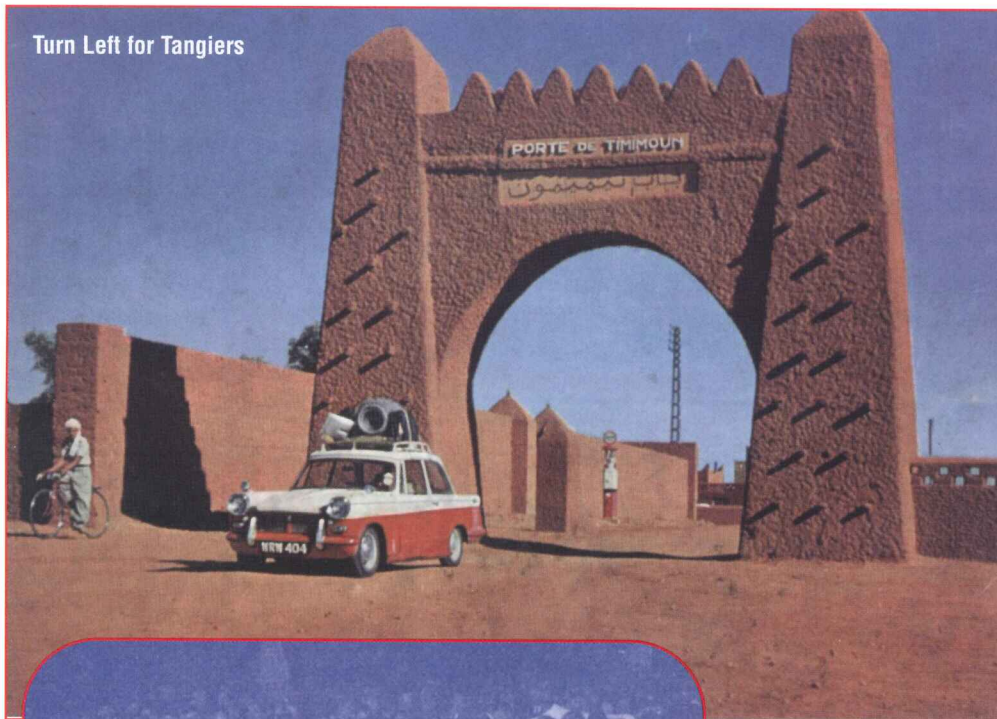
derfully 50s style, all very clipped in a Harry Enfield-Chumleigh-Warner sort of way. (Or should that be Cholmondley?) But when you see past that, what hits

you is how **UN-dated** the cars themselves look! You appreciate the yawning gap the Herald has bridged, from the 50s to today! (When the Herald was launched, Harold Macmillan was Prime Minister, and Russ Conway playing "Side Saddle" was No.1, ok?) It's a vast gap in tastes, technology, attitudes, style, everything, and the Herald's done it without even

trying! I watched it and just felt, everyone with one of our Club cars



Turn Left for Tangiers



Dealers at the Launch

should see this! So take this as a blatant plug for this lovely video, and stick it on your List for Santa! TSSC Order Code **HM1039!**

There's more great stuff on the video - testing at MIRA; "Build a Herald in Four Minutes" (they got it down to three, later); shots around the Factory; period cinema ads etc, but you get the idea I'm sure. There are other good video titles too, several with period rallying etc, but

probably, Owners with these slightly specialist interests will have spotted these films at once? The thing about the Herald video is that it's a bit hard to see who it **WOULDN'T** appeal to - yet I'd bet most of us were unaware of this gem sitting there on the shelf.

It really gives you a flavour of where all our cars grew from. Thanks John, on the Club stand back at Stafford, for help with this.

Emailing the Archive

You'll probably see mentions in this issue of the new "corporate" email addresses for Club Officers. As Archivist, I've been given one of these but there seems to be a problem with it, so please continue to email me at my own direct email, dick.plumridge@btopenworld.com

I expect whatever the problem is with the "corporate" one, it'll get straightened out at some point, but I'd be very unhappy to lose any of your mail to me meantime.

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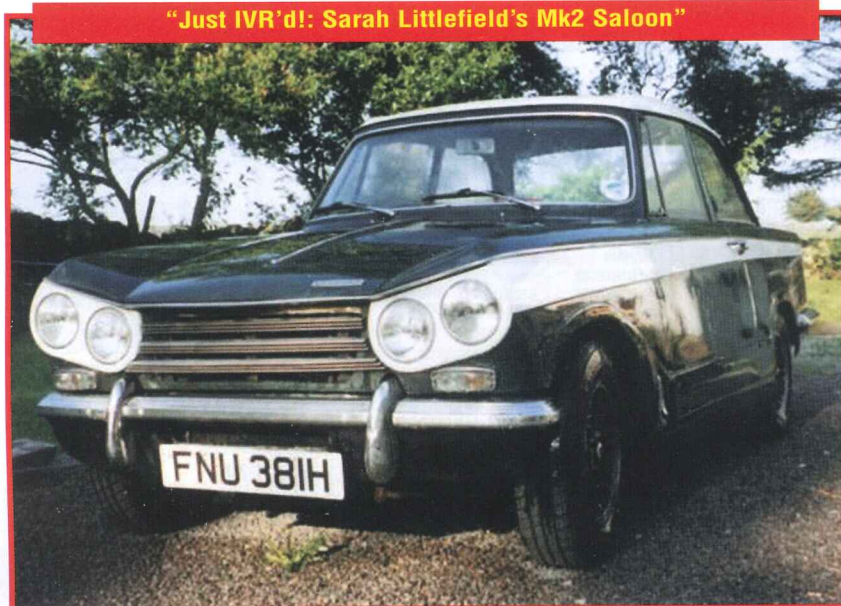
Vitesse IVRs

By Dick Plumridge

My article in September Courier stirred up some excellent Vitesse IVR activity again, so thank-you everyone who's responded.

Keep them coming.

"Just IVR'd! Sarah Littlefield's Mk2 Saloon"



No news yet, on any of the Vitesse's whose photos we published, which is some surprise. But quite a few new Saloons - more, more, more please! Special mention to Barry Minett-Smith down there in Gloucester, who's been touring the area with an IVR-pad I think! Thanks Barry for all your help, and to all the

Area Organisers who've given me such brilliant support with this job at different times!

Where would we be without our "Areas"!

Here's this month's "just-IVR'd" Vitesse! A Laurel/Tan Saloon, recently acquired to accompany Sara Littlefield's other very tasty Saloon, which is Damson. Lucky creature. And that reminds me Sara, have you met up with Michael Hancock and his Damson Convertible yet, in that same

corner of Derbyshire? Great excuse there for some wheeeeeeee-ing round the Peak District - bumpy up there isn't it! - and a few photo-stops! The two Damsons would make great pictures.

FNU is a Registration local to Sara, and the car has a lovely short, known, local history. The principal Triumph Distributor in the area was The Light Car Co., a long-established Dealership in Derwent St., Derby, and if it turns out they supplied FNU then I can provide a bit more info on them. From the Commission No. I'd have thought it was built

late Aug/ early Sept 1969, so it seems to have been quite a while before it was Registered? Given some of its (I think unique?) modifications, I wonder if these and the paint job were done for the first Owner, by the Dealer, causing the delay before it was Registered?

It's obviously enjoying its clean-up (and yes, Vanish soap really is good on Tan upholstery isn't it!), but I shouldn't clean those stickers off inside the boot-lid, Sara - all part of its nice history.

Thanks for your IVR!

With all this fuss I've made recently over Saloons, I'm worrying some of those Convertibles out there may be gruffly pulling their hoods up and refusing to co-operate when you go out to the car with your IVR Form? Well, we all love Convertibles too (I've owned my two Convertibles for 15 and 20 yrs); it's just that Saloons never seem to get the same attention. Yet those roof-pillars, and those angles Michelotti nicked out of the roof, they really are very nice.

So I just had to redress the balance a bit. (NOW will you open your bonnet please?)

If you missed this point last time, you can send your Vitesse IVRs via Club HQ to benefit from using Freepost; but also so long as it's a Vitesse, you can send it to me direct at 30 Canons Lane, TADWORTH, Surrey KT20 6DP, which can save quite a delay.

Or email me the details off your IVR, direct to dick.plumridge@btopenworld.com

Never say die - here's 4 more Saloons off my "Wanted" list: AGP29G, AGF534G, TTT594H, KVV196J. Again I have to say sorry I can't credit photographers, locations etc, as they're from other people's photo-collections. This ensemble does highlight the fact that however sparkly, or not, the Vitesse, its IVR is equally valuable to me. I really believe too, that a few hours spent researching a car's history can one day, make the difference between the car being seen as worth investing in, and given a new lease of life; or being given-up on! It really can make that difference. But anyway, what I want to say here is I'd love to get IVRs in on these cars - do you know them, or "know a man who does"? Can you help by waiving a blank IVR Form before the Owner?

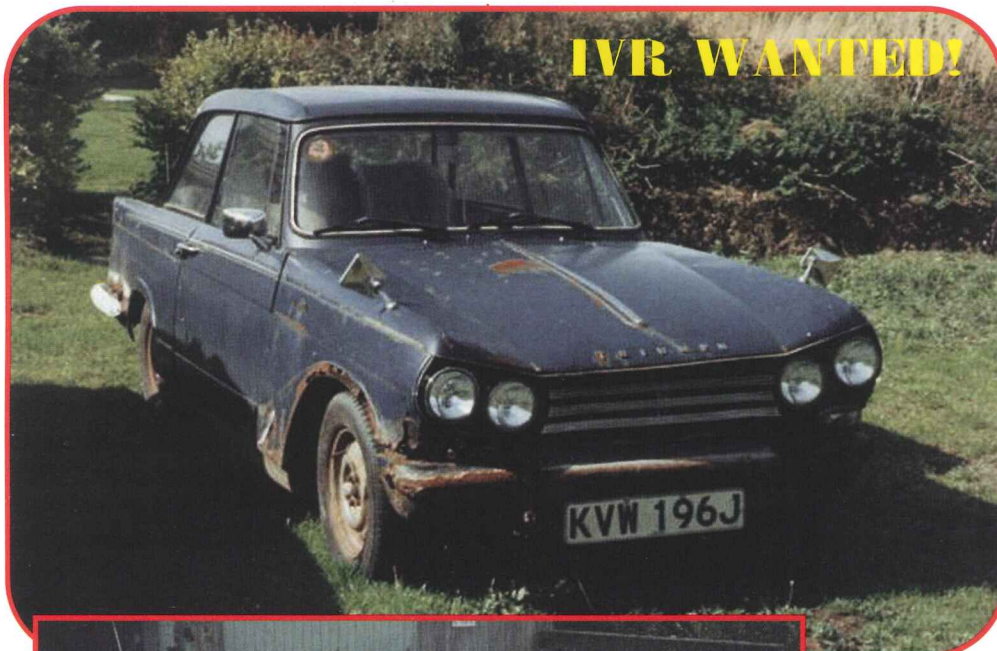
After I'd replied to Colin Wright's IVR Form recently, I had a letter back from Colin saying he'd only been expecting just a "mass-produced flyer" from me - so I'm glad you found the info more useful than that Colin, and thanks for writing. Yes, every letter I send out is

different. Some of the content can be standard, and that's a good thing, but some of it relates uniquely to your own car, and any special points I can spot from your IVR. Best of both worlds is the idea. Questions such as Bill Davies recently raised on unfamiliar colour combinations, etc, I can normally help with too, as well as other stuff on Dealers,



IVR WANTED!

IVR WANTED!



Prices, rarity etc. So grab your IVR Form - printed on the back of the address-sheet in your Courier packaging this month - and whizz it off to me. Thanks!

Finally - speaking of rarity - Mk2s with a Factory - fitment sliding Sunroof! Are there no more out

IVR WANTED!



there? This is an option offered up to July 69, but it's a serious rarity on surviving cars, as an original item. I'd really like to hear of any more out there. As for Mk2s with Sunroof and Overdrive BOTH Factory-fitted, to date they number about 3, out of over 1000 known cars!

OK, my time's up - hope to hear from you and your Vitesse -

Dick

...FITCHETT

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Rotoflex coupling 152273	£20.50 each
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Rear brake shoes Non Rotoflex, GBS 746 OE	£13.50 set
Front side/lasher lamp assembly 155416	£20.50
Delco Distributor Cap	£5.33
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Tulip Rally Herald

By Matt Smith

Mk I Herald 1200 (Registered 24th of July 1962) KGH 212A

Our Rally car 'KGH' was purely a result of a drunken bet in the pub, when I challenged my father to take part on one of the early Classic Rally Association Monte Carlo rallies.

Having nailed my colours to the mast I had to source an appropriate pre 1963 car, realising my funds did not extend to those of my father, who had a super TR4a, I chose a Mk 1 1962 Triumph Herald 1200.

I navigated and my good friend Stuart Newbould (of TSSC fame) opted to drive. To shake the car down we competed for a year in a national series of classic road rallies, which

allowed us to progress from novice status to 'expert' and collect a few class awards along the way. With a house move on the horizon I had to sell the Herald and abandon plans for the Monte, so Stuart then bought the car and used it for his business namely 948 Restorations.

My taste for rallying never abated and I co-drove my father on national and international events for a number of years, which took us all over Europe and into Africa, however, I always rued the day I sold KGH. Redemption for my sins came when Stuart decided



On the Leukemia Rally - 1st in class 2002



Stuart Newbould at the wheel, myself navigating in the Early 90s

to sell her, now rather down at heel having lived her life out of doors, and I got her back!

With Stuarts help we sourced Stanpart panels and began the slow laborious process of repairing the ravages of the evil tin worm. Trading Triumphs (Tel 01565 777577) were a wonderful source of those difficult to obtain second-hand parts (nothing fits a Mk 1 1200 as it has the 948 chassis and body tub!) and a font of useful advice,

especially on competition preparation. Paul Turner of Clayton Garage (Tel 01274 882315) who has extensive experience of rally prep also helped with improving the rally specification and TD Fitchett were by far the best and prompt supplier of new parts.

We built her as she would have been if I had been a budding 'clubman' in 1962 with an SAH tuned engine, 'Works' sump guard, Powerstop servo, speedwell

camber compensator etc.

So what would be her inaugural event? This was easily resolved as Ronald Brons a surgeon, whom I met when we were on 'Around the World in 80 days', suggested his home event - the 2002 Tulip Rally. (See Cover)

This international rally would take us through Holland Belgium, Luxembourg and into the French Alps, a 'flat out event' with some sections having a multitude of hairpins up and down the famous alpine rallying passes - who says a Herald can't be made to handle! Despite having the second smallest engine in the event and it being my first rally in the driving seat we managed a creditable 69th out of a field of 200.



The evil tinworm in all the usual places - repaired with Stuart Newboulds help

car at Stafford. A piston ring broke up scoring the bore necessitating an engine rebuild - this seemed like a window of opportunity, as I needed more power and torque for next year Tulip, so I decided to rebuild the engine and fit the Shorrock's super-charger kit in order to make her fly.

The period Rally extras that came with the car

Rare period RAC motorsports badge (front grill) - SAH Rocker cover - SAH badged stage 11 head. - SAH twin carb conversion

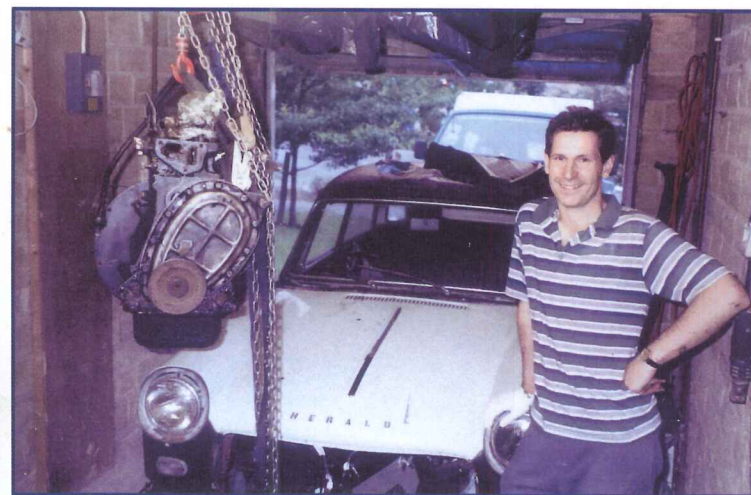
Our next event was the 'Leukemia' held in the Welsh forests comprising a series of superb tests in which I managed to demonstrate how not to fish-tail a Herald on the loose gravel surfaces. Despite a few 'moments' we finished

with the car intact and winning our class.

Disaster was to strike, not on a rally but on the M62 on the way home from showing the

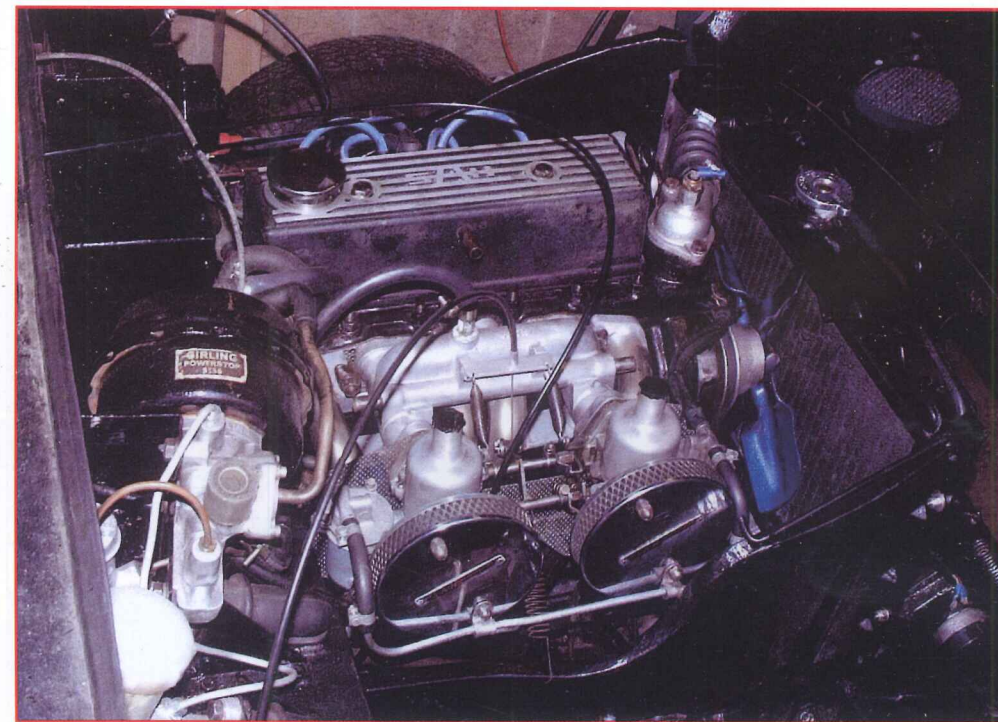


Two years later after many welding burns and lost flesh



And I thought this was a 'Six month Restoration Project' - naive optimism?

- Comp lowered front springs with Spax shock absorbers - Desmo tax disc holder - Period rally Dashboard - Smiths rally clock and stop watch - Tripmeter - Smiths rally watch - Les Leston crossed flags gear knob - Les Leston leather bound steering wheel - Ex 1961 Monte Carlo Les Leston rally helmet and gloves - Butlers clear view hand held rally lamp - Helphos wind screen mounted

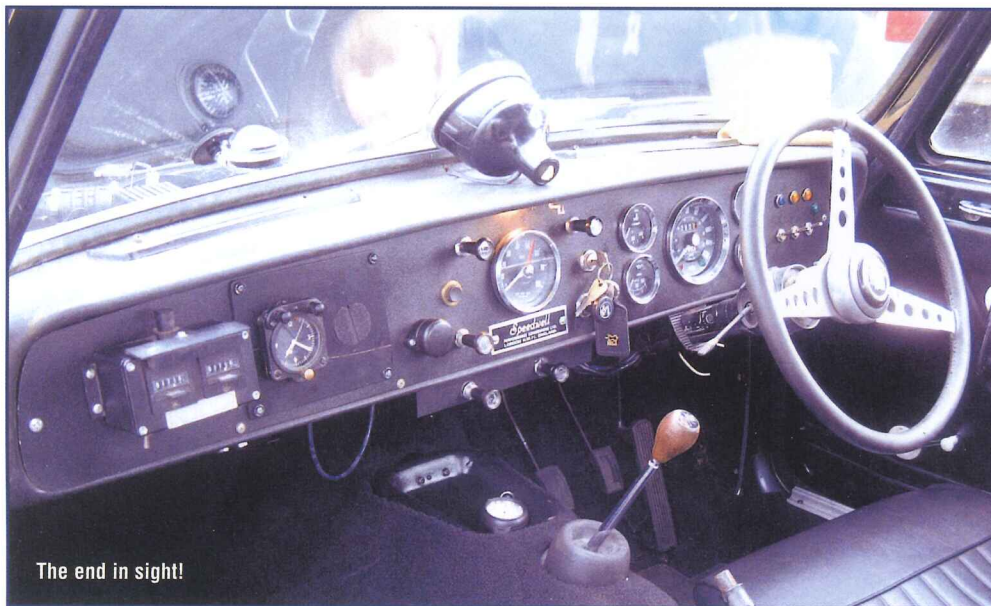


Engine bay Mid Restoration

and badged air filters - Type 26 SAH cam shaft - Works dept sump guard - Aquaplane oil cooler - Period Lucas rally electrical cut out switch -

Large brake master cylinder reservoir extension - Factory option Power stop servo - Disc brakes Estate rear spring - Speedwell camber compensator

rally spotlight - Polco compensated rally compass. Lucas front screen demister - Early 1960s Potti - Period Bradex fire extinguisher - Stanpart seat belts - Roll cage - Microcell rally seats - Blackwell rally average speed calculator.



The end in sight!

1960s RAC motorist first aid kit - 1961 Automapic mechanical road atlas - Period rear mounted Lucas rally light - Halogen headlight conversion - Evasure spare petrol cans, as per works Heralds Dunlop tyre repair kit - Period Pifco red dome battery lantern - Period 'Empire made' emergency triangle

Miscellaneous items - with car but not fitted

Spare Allard Shorrock's supercharged engine (hence the oil cooler) Les Leston Walpress Continental wing mirrors - Period Fiamm air horns - Period Lucas spot-lights - Lucas electrical screen jet windscreen washer - 'Works' engine bay inspection light - Butlers rally map light as per 'Works' Herald.



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You will be able to see KGH at Stafford next year, so why not come along and find out how she performed on the 2003 Tulip?



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<http://www.angsर्व.demon.co.uk>

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Roadster Factory Party

By Fred Nicklin

We were driving along the Route 22 west in Pennsylvania, slightly lost, when with a familiar 'crackle' of exhaust, three TR2s overtook us.

We were lost no longer, follow those cars. That is how I arrived at the Triumph Roadster Factory Summer Party 2002, in Armagh- Pennsylvania-U.S.A.

The proprietor, Mr. Charles Runyan, had kindly invited us to attend as the featured car was to be the 'Spitfire' and the car of honour was Vernon Brannon's ex-Le Mans and Sebring race Spitfire, ADU 4B. How could I

resist? To meet up with 4B after 37 years; the stuff dreams are made of! Enthusiasts had been arriving from all over America the week previous to the three day event and were ensconced in tents - luxury motor homes (with the kitchen sink) or staying at the local Motels. The programme was extensive and catered for all age groups, if your feet reached the pedals you were in.

Day 1:

Road Rally - time/distance
Mini Grand Prix for those aged 8/12 years old.



...And the Kitchen sink!



Summer Party
2002



The Roadster Factory

Local road run.

Valve cover racing (remote control model cars based on a rocker cover - any type).

Le Mans start competition.

Drag racing at the local race way or just see how effective your tuning is. Live music included if you can bear it!

Day 2:

Mountain road tour.

Vintage autocross.

Car gymkhana.

Elegance and afternoon tea party for the ladies.

Drive-in movie with supper.

Sit around the bonfire and have a chat.

Day 3:

Live music.

Shooting gallery.

British car tug-o-war.

Concours. Awards.

Throughout the three days a large flea-market was open with the usual food and drink stalls. Also Seminars on varied subjects from hood fitting to TR7 electrics. The Roadster Factory was, of course, open

the whole time busy selling parts and taking orders to be shipped later. They also had a large marquee laid out with popular replacement parts and accessories on a serve-yourself basis, trusting peoples' honesty.

On Day 2, Vernon Brannon checked over ADU 4B ready for a few demonstration runs for the crowd and then handed me the keys to do the runs. **WOW** - what a magic moment after 37 years to turn the key and start the engine: All the old familiar sounds brought the memories flooding back but I didn't have time to indulge as Vernon banged on the roof and I was off. I am afraid to say I played the complete hooligan, wheelspin with lots of revs., power turns the

Myself and ADU4B's owner Vernon Brannon



lot! Surprisingly, after all these years apart from a seat adjustment all the controls fitted perfectly. I could 'heel and toe' everything except find reverse gear, then I found at some time a reverse 'lock out' had been fitted.

In addition to ADU 4B, 929 HP the ex. works TR was on display, this is one of two owned by Charles Runyan. The 'Sabrina' engine was in bits but

a temporary TR3 engine made it a runner. I did feel underdressed during the event as almost everyone was wearing the Union jack in some form or



Ex works TR belonging to Charles Runyan



Ever felt underdressed? - even the cars were flying the flag!



ADU 4B Sports her Sebring Number



See! - they do have a use!

other; hats - shirts - shorts, with the flag.
even cars had been painted

voice said hello and a chap introduced himself as an ex. pat, Chris Holbrook, who said his father had worked at Canley running the Transport Department. I told him I had known his father very well and in fact my father had worked for him! (small world).

Thank you to Charles Runyan - all the staff at T.R.F. - and all the Triumph enthusiasts at the T.R.F. Summer Party 2002.

One morning a very English



READERS

Write . . .

A Great Help

We joined the TSSC in May of this year, after purchasing our Spitfire MkIV 1500. As relative newcomers to the world of Triumphs, we are still feeling our way gently but have been most encouraged by the evident fellowship between Members. Advice has been readily given on various matters relating to Spitfire ownership, including how to get the top down properly! We have attended the Mile of Triumphs at Gt. Yarmouth and were part of the Norfolk contingent at Duxford.

While at Duxford, we visited the stand presented by Anglian Triumph Services of Ditchingham, nr Bungay; we decided not to purchase anything at the time but kept the information for future reference.

Soon after Duxford, our little car developed a leak in the exhaust system and after trying to patch things myself, decided that Messrs Anglian Triumph Services might help. I had arranged with them to supply and fit a full exhaust system but on visiting today (81 October), I was advised that a full system was not really required. In a little over half an hour, the part system was fitted and I was back on the road, for a few pence over £36. I am most encouraged by the service from Anglian Triumph and will certainly return to them, with other problems I'm sure will arise.

This Company advertises in The Courier and

from our experience, Members can be confident of first class service from them.

We look forward to many more happy associations with Members of the TSSC and miles of pleasure in our little car.

Jennifer and Jim Cawte
Wymondham, Norfolk

Marie Curie Rally

I have just got back from "Le Chateau Challenge", which is a navigation rally in the Loire Valley, in aid of Marie Curie Cancer Care. I am pleased to report that we won - in a 1968 MkII Triumph Vitesse!! We not only won the Classic Car section, but also beat off competition from modern stuff like Westfields for an outright victory.

However, the point of this letter is that the rally is under threat next year due to potential lack of competitors.

The event doesn't cost much at all to enter, and each car has to commit to raise at least £500 in sponsorship. We reckon we will have raised up to £3,500 this year ourselves, with a total of about £25,000 from all the entries.

It is not an out and out rally, and whilst there is a good spirit of competition, there are also many competitors who don't rush, and take in the scenery and local chateaux. The event is open to any type of car, and no experience is necessary. There are three categories of entry, Vintage, Classic and Modern, but it is far more 'interesting' if there are more classic/vintage cars.

If you are able to help with this, perhaps you could give me a ring, Regards,

Andy Duck
Tel: 01327 302622

Spitfire Hoods

I sympathise with Mr Topps' problem (Courier 268)! After trying to wrestle with the hood on my Mk II, I decided to fit a Mk III

version. It's pretty straightforward.

The first problem was removing the tubular fittings that the old hood frame slots into. These are welded on, so needed some work with the angle grinder. Fortunately it seems that the metal of the A post is thick enough to take the new hood without reinforcement (though it would be quite easy to put a reinforcing plate in). Drilling holes to take the new frame at the right height is a little tricky. I was trying to do the job without a hood on the frame, so had to have two attempts. One word of warning - if you are trying to do the job by yourself it is horribly easy to scrape the paintwork of the body just behind the doors when you are wrestling with the frame. Easier to have an assistant.

Fitting to the top of the windscreen is a little trickier. The bright metal trim has to be removed. On my car, there were holes drilled for fitting a hardtop, but these didn't match up with the pegs on the front of the hood frame. I found it a lot easier to move the fittings on the frame! Then two (handed) catches have to be acquired and fitted over the holes on the windshield top. Any good Triumph spares place should have these (thank you Triumph Spares of Worcester). The holes in the windscreen frame also have to be enlarged to make a keyway. Lastly, holes have to be cut in the trim before it is pop riveted back (I must admit mine weren't very tidy)

Finally the hood fittings - I used the Mk II fitting across the rear of the cockpit - a metal strip sewn into the bottom rear of the hood then clipped over two catches. The press buttons won't match up so you will have to move some of them. I also found it easier to replace the buttons on the bottom front corners with turnbuckles.

For economy, I used a rather tired Mk II white hood so the final result doesn't look pristine. But the basic aim was successful - I can drive round in the open air most of the time, taking a couple of minutes to put up the hood if it comes on to rain, or if I want to leave the car outdoors.

But why do people in Mazdas etc which have hoods that go up and down in seconds, insist on driving round with the hood up even on sunny days? My wife suggests that otherwise they can't use their mobile phones.

Geoff Jones

A letter of Thanks

Whilst on holiday the other week 10/08/02 -17/08/02 in Westward Ho!, Devon, my 1500 Spit decided to play up. As

they do. I thought we'd done well driving down from Northampton with no real problems, apart from the very wet driver's side floor mat. Anyway, the ignition light decided to come on very dimly, and everything started slowing down.

First thoughts were the alternator, and after contacting Graham Nobbs and the TSSC HQ, my suspicions were confirmed of the alternator being the cause. Where do you get an alternator for a 1500 Spit in Westward ho? I looked in the volunteers phone number book which is kept kicking around in my boot and I found the number of one Mervyn Stoneman. I spoke to his wife Anne, only to be informed that, unfortunately, Mervyn had passed away earlier in the year ... put my size 12s right in it there! I offered my appologies to Anne and she explained the story to me and said not to worry about it and how she drove the Spit Mervyn had been working on to Stafford for the concours anyway. One phone call later and Anne had tracked down three local companies for me to get an alternator and even offered to meet up in Barnstable to take us to the place to get an alternator so I could benefit from her 15% discount she gets (she works for the health authority). In the meantime a local garage had managed to source one for the reasonable price of £35 plus vat. So, I was only without car for one day. The volunteers scheme really works, and I hope I can repay the favour to someone stuck someday. Anne, thank you very much for all your help and assistance. was much appreciated.

Jim Ingram

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Mile Of Triumphs

By Laurie Benfield

WOW - Thanks to everyone who supported the 2002 Event. The turnout was fantastic, the range of cars on show on the Saturday exceeded previous years, with almost all of the Triumph range on show.



From the Renown Limousines, Standard Vanguard, Spitfires, TRs, Heralds, Vitesse, GT6, Stags, Bonds, 2000s, Dolomites, Specials - we only needed an Amphicar to complete the set !! In addition there was an excellent display of other classics.

The Triumph Bike Club done us proud, they came on the Friday to set up the marquee and attended in force on both days. Last year two members attended the show this year there was over a dozen, even on the Sunday they produced ten bikes for the Mile despite there being a major bike show in Norwich. They promise a bigger turnout for next year.

People attended from around the country, visitors came from as far afield as Cornwall and Newcastle - quite a feat with the reputation of Norfolk roads - they are being improved, honestly.

**Pic: Graham Nobbs
Spitfire in the convoy
to Great Yarmouth**

Last year £2000 was raised for East Anglias Children's Hospices. We are still awaiting the final figure but this has been exceeded by a large margin. Watch this space and the TSSC magazine for the details.

There are lots of thank-yous to make; Once again the site was in lovely condition, thanks to Linda and Archie for making us so welcome; to everyone who attended either as a participants or spectators; TSSC Norfolk members who helped; Brooke and

made of Bart Keaney for bringing along 6 cars to the show.

A special thanks to Ian Comer Solicitors of Diss, who kindly sponsored the Car of Show Trophy as well as donating a case of wine for the raffle. Other Peoples Choice prizes were sponsored by the TSSC.

The side shows were again popular, Smash the



A great Range of Triumphs and other Classics on show

Poringland Venture Scouts; St John's Ambulance; 39th Norwich Scouts from Thorpe; Broad Farm staff; Norfolk Police; Great Yarmouth Council for coning off the mile; TSSC Headquarters. Thanks to youngsters Scott, Adam and Clara for their help on the sideshows. To Rimmers who attended the show and sent a

crocks made a great noise and allowed you to get rid of any aggression, thanks to Steve, Elaine and the scouts for collecting the crocks and setting everything up, the cake stall manned by Peter and Graham sold out - thanks to everyone who made cakes for the popular stall. The Tombola almost sold out as did the lucky dip. Scott and Adam worked hard on the hoopla.

All of the monies raised on these stalls went to the charity.

Once again the public voted for their favourite car in each class. The votes by the public are often different from those by professional concours judges as they see the cars in a different light.

We tried an experiment in changing the layout of the cars on the field, whilst this gave everyone an impressive view of the cars it did make voting difficult. This will be looked at for future shows.



A full field on Saturday

mailshot to all of their customers, they are keen to come back next year, with a larger stand, and to all of the local businesses who supported us with the donation of prizes. A mention must be

Peoples Choice Winners 2002

Class	Winner	Runner Up
Dolomite/Toledo	Mike Allen JFX 600N Sprint	Steven Brazier LME 216P Dolomite
GT6	Andy Greenwood ACG 819C	Matthew Stone GRE 570K
Herald	Darren Horn FUW 777J	Ashley Mills TGO 406F
Spitfire	Graham Nobbs ACF 258T	Sheila Haynes BFP 700T
2000/2500	Malcolm Hadley POR 681S	Roger Fisher NCY520M
Stag	Steve Sadd OBB 3L	Left before the prize giving
TR	Stuart Hubbard YTF 532D	Geoff Bowles FUV 285C
Vitesse	Ian Mercer XHW 433H	Carl Tebbs VKX 440J
Other Triumph	Arthur Pocock MXF 550 Triumph Renown Limousine	Bart Keaney OKP 829 Standard Vanguard
Other Classic Pre 1947	Nigel Stennett-Cox UB 4593 Ford Model A 1930	
Other Classic 1947 - 60	Bart Keaney SSP 904 Ford Perfect 1960	Bart Keaney OSU 453 Ford Prefect 1949
Other Classic Pre 1961 - 1975	Philip Ringwood WVG 487B Cobra 1966	Bart Keaney PMB 296B 1964 Daimler
Bikes	Sally Watts R593 LUT Triumph Thunderbird Sports with Watsonian Sidecar	Johnny Walker 2912 WW BSA Super Rocket

Car of Show

Bart Keaney OKP 829.

Standard Vanguard



Car of Show

Saturday Evening

The teddy bear auction went well, and again the amount raised was superb. Two Bears made over £100, special thanks to Kent TSSC member Steve Armstrong for paying £105 for the the Biggles Bear, donated by Marian Kirton and dressed by Julie James, it looked good in the car attending the mile. And to Derwent Valley for once again buying the duck

The evening did get out of hand - the duck purchased by Derwent Valley last year (he had returned to celebrate his 1st birthday!)

lights as the cameras were turned off, and also requested not to move out into the middle of the road in case we took out one of the police motorcyclists, as had recently happened !! We made exactly half a mile, come on if everyone brings a friend, with a Triumph, we will make the mile next year.

Back at Broad Farm the funkhana got off to a slow start but those who took part enjoyed it. It must be the first time the that a Renown has taken part in an autofunkana - we did make allowances, the driver did have not wear the blindfold but as his navigator had lost her glasses this evening things out. The

trophies were won by winners Natalie Morley and David Langford in a TR6, with Steve Whittle and Sue Craske in a Spitfire as runners up.

Those who took part said that they enjoyed it. Also during the afternoon some American cars turned up which were shown a lot of interest.

A young couple heard about the show on local radio and were waiting at the caravan park when we returned from the mile, his dream was to own a Triumph - he was given a run in a Club car and was grinning from ear to ear on his return claiming it was a day to remember. This is part of what the event is all about, hopefully in future years his dream will come true and he will become a car owning member of the TSSC.



was kidnapped - rumour has it, it was by someone from Bungay, Suffolk - and held to ransom, this raised over £50. Thanks to Steve for bravely dressing up as a duck as the entertainment, we promise not to send the photos to your patients!! Also to the Bear that turned up, who was it ? It was definitely better behaved than the duck.



Joe loses his shirt

Area Organiser Joe literally lost his Spitfire Shirt, when he was offered £50 to go topless. After a while Di took pity on him and gave him a glittery top to wear. Thanks to everyone who gave or bid for the bears. Prices were from £2 (for the childrens bears) upwards. Jane from the Hospices was amazed at our antics.

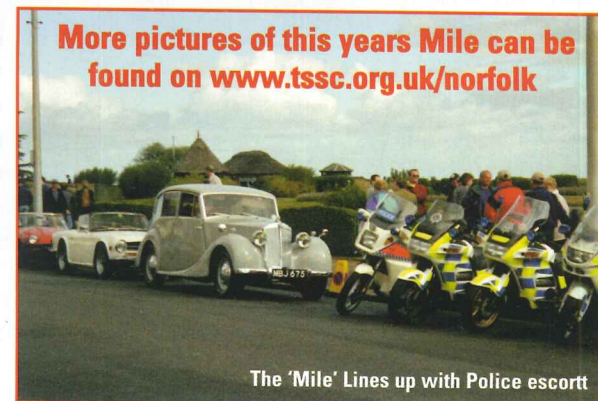
The "dress to the era of your

car" competition was judged by the aforementioned Jane from East Anglia Children's Hospices. It was won by Tim James (for the best male - a dead ringer for Austin Powers) and Liz Woodger for best female as a Petula Clark look alike in very 60s' attire.

Sunday

The weather was again kind, 5 police motorcycles escorted the convoy to Great Yarmouth, we were told that it was o.k. to go though red

More pictures of this years Mile can be found on www.tssc.org.uk/norfolk



The 'Mile' Lines up with Police escort



The Tuning Houses

Arden Conversions Ltd By Matt Smith

**Jim Whitehouse founded
Arden Engineering and Sports Cars
in the 1950s.**

He started working out of the barns of the family farm, near the town of Tanworth in Arden -hence the name of his company. He was a keen motor sport competitor and


would spend his time during the 'off season' developing tuning kits under the name of Arden Conversions Ltd. Although famous for his A-series work, especially the famous mini Arden eight port head, he did prepare tuning kits for our cars. They provided larger twin SUs, inlet and exhaust manifolds with modified cylinder heads for the Herald 948, 1200 and 12/50. Arden made similar kits for the 1147 cc Spitfires that included a nice Weber conversion kit.

A road test of the Arden 948 was published in The Motor November 11th 1959, it had larger twin 1 1/14 SUs, revised inlet manifold and four branch extraction manifold with a modified cylinder head. The rather quaint report noted that it

will obviously perform satisfactorily on the new Motorway which is so topical, but which in fact forms a very small part of our road system, it is essentially on twisty lanes and in congested traffic that the increased performance is useful.

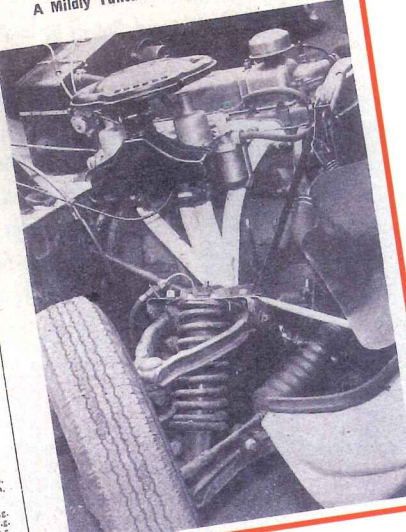
529

AN ARDEN HERALD
A Mildly Tuned Triumph for Road Use



The coupé, as tested, has no external evidence of the modifications which, as seen on the right, include new inlet and exhaust manifolds—the latter of four-branch pattern.

PERFORMANCE (Triumph Herald Coupe with Arden Conversion)		
INSTRUMENTS		
Speedometer at 30 m.p.h.	14.4 sec.	7 1/2% fast
Speedometer at 40 m.p.h.	13.0 sec.	8% fast
Distance Recorder	14.7 sec.	2 1/2% slow
ACCELERATION in 1st		
10-30 m.p.h.	14.4 sec.	3rd gear
20-40 m.p.h.	13.0 sec.	8.2 sec.
30-50 m.p.h.	14.7 sec.	8.5 sec.
40-50 m.p.h.	17.6 sec.	10.3 sec.
50-70 m.p.h.	21.5 sec.	—
ACCELERATION from standstill		
0-30 m.p.h.	5.1 sec.	12.8 sec.
0-40 m.p.h.	8.1 sec.	19.0 sec.
0-50 m.p.h.	12.8 sec.	30.0 sec.
0-60 m.p.h.	19.0 sec.	21.9 sec.
0-70 m.p.h.	30.0 sec.	—
MAXIMUM SPEED		
Mean speed round banked track	80.8 m.p.h.	50 m.p.h.
Best quarter mile	81.8 m.p.h.	41.5 m.p.h.
FUEL CONSUMPTION		
At constant 30 m.p.h.	15.8 m.p.g.	30.25 m.p.g.
At constant 50 m.p.h.	15.8 m.p.g.	—
At constant 70 m.p.h.	15.8 m.p.g.	—
Overall fuel consumption	15.8 m.p.g.	—



Yimkin Engineering

Following Bills recent article in the Courier, featuring the 1959 Autocar road test of the international rally Herald prepared by Yimkin Engineering, I interviewed David Edwards who now owns the company.

Yimkin is Arabic for 'perhaps or maybe' and the Wiltshire based company was established in 1932. By the 1950s they became famous for their excellent race & rally con-

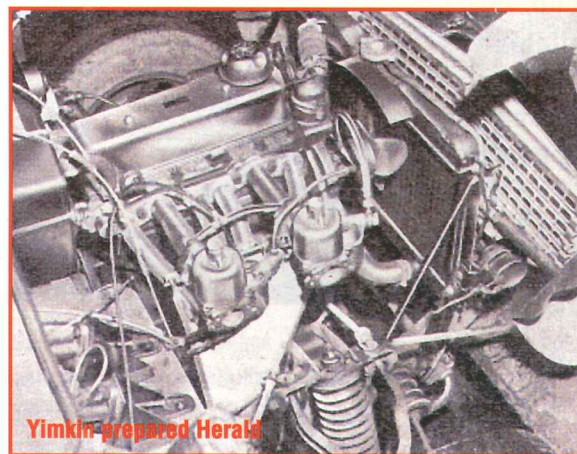
You can identify the original Yimkin conversions by their 'Lotus sized' badge in yellow with a camel and the word Yimkin in British Racing Green. In the 80s and 90s the bulk of their

appearing overnight. As a result they had to re-locate to Cornwall where they still produce race engines, convertible GT6 conversions and will build you a Climax Herald! In addition to this they restore Bentleys, Lagondas and Rolls Royce's in their huge workshops.

David Edwards now owns and runs Yimkin Engineering and is very keen on developing tuned variants of classic cars and still remembers their rally Heralds with a real fondness.

Yimkin Engineering Ltd

Unit 7, Windmill Estate, Windmill, Fowey, Cornwall, PL23 1HB, England
Tel: + 44 (0) 1726 832082, Fax: + 44 (0) 1726 832083



Yimkin prepared Herald

versions of the Austin A35 and later in the 1960s for their mini conversions. Mrs Herbert & Major Brown ran the company and David Edwards was their super engineer. Their minis were so good that Fangio bought a brace of them and imported

them into Argentina for racing. In addition to their own work they also supplied other tuning houses when their in-house engineering departments were unable to cope with demand. In this capacity they supplied tuning parts to Derrington, Alexander, Speedwell and Broadspeed.

They produced a tuned form of the Herald 948 & 1200 with twin 1 1/4 SUs, extraction manifold and a large valve, high compression, ported and gas flowed cylinder head. Interestingly they also produced a number of Coventry Climax Heralds.



A Yimkin Herald Racing at Silverstone in 1959



Round Britain Run 1&2

By Suzie Singleton

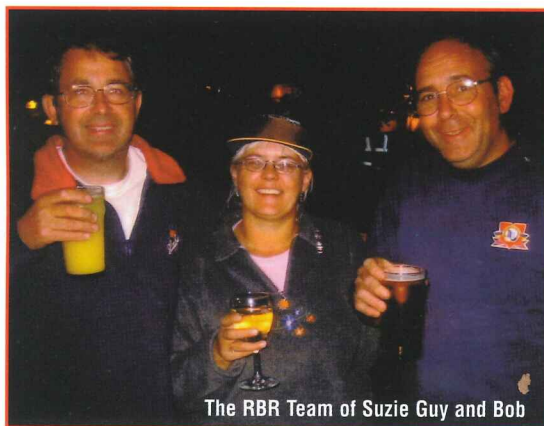
By the marvels of modern technology here follows a report of The Club Triumph Round Britain Reliability Run in the form of Reports sent by e-mail and Text message as it actually happened!

RBR sent at 4/10/02 18:21

Hi Folks, Suzie Singleton, Guy Singleton & Bob McDay at The Plough in at Enfield waiting for dinner - then off on a leisurely tour of the British Isles : With luck I'll be able to send the occasional update of our progress to the lists. With even more luck I'll be able to update the web page I've set up at <http://triumphsouth.20.com/rbr.html> where I've just uploaded the first of what I hope to be a few 'live' or at least semi-with-it pictures of our adventures. Please wish us luck

Suzie, Guy & Bob

1970 Bond Equipe 21 Estate, SWV 352J



The RBR Team of Suzie, Guy and Bob

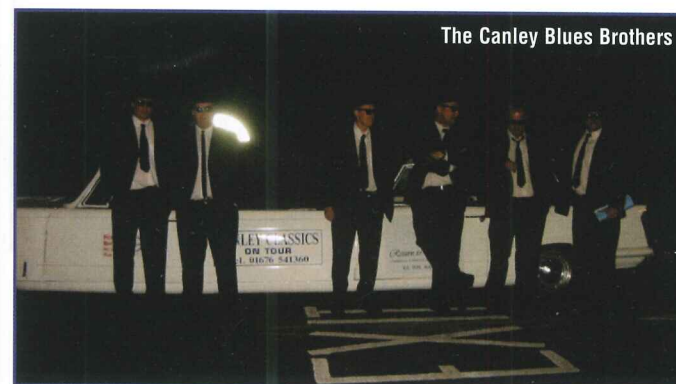
RBR News - A38 coming up to Corbridge 05/10/02 00:52

We made a good start, everyone seemed to get away from Enfield without too many delays. We were slightly held up about an hour into the trip though by stopping to check out the GT6 who was having fuel starvation problems. It seemed to clear itself though and he made it to Blythe services - as did the amazing stretch Herald with the Canley Classics Crew - what a show stopper!

It was great to see the beast there in all its glory - but such a shame to discover that problems with the 20' (or thereabouts) exhaust - ie, it was about to part company with the manifold -

meant they were unlikely to be accompanying us the whole way. Last heard they were either going to hole up in a Travelodge and hit the bar - or of they're able find some sticky-backed plastic and a washing up liquid bottle we may see them again at some future point in the run.

Whatever the outcome it



The Canley Blues Brothers

was a pretty amazing feat to produce such a vehicle in such a short time and they should all be proud of their accomplishment. I can imagine it'll be a talking point in Triumph circles for some time - a legend in the making!

So, currently, Bob's driving, Guy's taking a rest curled up in the back and yours truly has spent the last hour peering at the laptop getting a photo of said Eight Wonder of the Triumph World, and keeping up with navigating (when there haven't been a convenient set of Triumph tail lights to follow). Check out the latest photo at <http://triumphsouth.20m.com/RBR.html>

Till my next news report, Suzie signing off.



On the Road

RBR News - Nearly at JOG05/10/02 08:34

A mostly dry night and uneventful night after the rollercoaster

roads after Corbridge and passing through Hadrian's Wall and then into Scotland about 2am. We had an 'interesting' time at Edinburgh Airport with Driver following Triumph in front - not listening to Navigator - shame Triumph in front had missed the turning. Even more interesting to see half a dozen Triumphs going round the roundabout at the airport 3 times

(including ourselves) trying to figure out just which way we were supposed to go to find our car park - Several dozen miles followed by a big saloon with very bright headlights - Pretty sunrise as we came around the Cromarty Firth at sunrise, oil rigs lit up with a pink and golden backdrop.- Bob behind the wheel between Brora & Wick on the eastern extremities of Scotland doing about twice the speed of sound round hairpin bends with his more timid navigator wondering when it would be safe to

open her eyes - and usually guessing wrong!

RBR News - Looking for Nessie 05/10/02 15:01

Having had a good run down from the north coast down some wonderful single track A roads - bottoming out on some of the switchbacks - meeting a few bemused locals with a string of Triumphs bearing down on them - we arrived early enough at the Conan Bridge hotel to have some

lunch and spend a few minutes lashing down the bonnet with tie-wraps after discovering the



Amazing Stretch Herald entered by the Canley Classics Crew

cause of one of the newer rattles.

The bonnet support bracket had broken during one or other of our co-drivers' more hair-raising manoeuvres.

Leaving there the spirit of Nessie must have been with us as we narrowly missed slamming into the back of the learner driver who'd stopped dead in the middle of the road right in front of us, transfixed by the sight of two GT6s stopped for petrol at a garage in the middle of the highlands. Only Bob's quick thinking and a clear road ahead allowed him to pull out very sharply to pass the unthinking driver in front of us. Bob commented it was a good thing he'd packed a clean pair of trousers! The sun's been peeking through the clouds on & off and it's particularly pleasant driving along the shores of Loch Ness now on our way down the middle of Scotland heading for Stirling.

RBR News - Technical Hitch 05/10/02 16:59

Not with the car - but with the website I've been building during the run. So much for the miracles of modern technology, just as I was saving the latest incarnation of the site I lost the internet connection and, not only did the page fail to save correctly on my laptop - but it wiped out half of the coding I'd painstakingly put together over the last 24 hours - and before anyone asks the question - no I didn't have a back-up as I'd lost the connection just as I was



Last minute Checks



Gordon Hill's Herald Estate (from Devon area)

trying to do that the last time - and I clean forgot about doing that the next time I got the connection back - so I've stuffed up royally.

I'm shattered now but after a few hours break I'll have a go at recoding it all, though I can't for the life of me remember what I wrote earlier but I'll get a few photos up again - hopefully sometime during the night.

Suzie 'what-a-cabbage' Singleton!

RBR News - Dartmoor 06/10/02 11:21

The journey's been going well. We were shifting some coming down from the Welsh part of the trip, following the white TR4A most of the way, with a brief 'paws' thinking the Triumph at the side of the road was in trouble - only to realise it was the flashing red light on their friend's dog's collar we'd all noticed - not a distress beacon.

Rather misty across Bodmin Moor and a petrol station appeared out of the gloom just in time - on the other side of the road, the nearside one having been swallowed up in the fog. No matter, we navigated our way there and met up with a couple of the big saloons with the same idea.

Coming into Land's End the sun rose and the mist soon burned off. A hearty breakfast - after what seemed like an interminable wait for the kitchen to open - and we were off again in glorious West Country sunshine (the TR7 still with its roof up!)

Heading now for Dartmoor and a good lunch.

PS Didn't get the website fixed last night - too kn***ered - and the laptop screen a bit too bright for the drivers whilst driving through the night - working on it now.

RBR News - Eureka 06/10/02 15:52

Finally rebuilt the web page and as of half an hour ago it was working. Just a few pics of cars, people & places along the way. <http://triumphsouth.20m.com/rbr.html>

More to be added from home - from a computer that keeps a steady internet connection and doesn't threaten to fall off my lap at every corner!

Suzie



Bond Team at the Finish

RBR News - Finished 06/10/02 22:45

Well, home at last but - what an experience - I was a little nervous before it all started as to how it would go but I'm so glad we did it. Despite bone-wearying tiredness at times all in all it really was exhilarating to have attempted and completed this. I know some people have taken part several times and I've now just done it the once. Can't imagine doing it every time but I can now understand Guy saying that just after the first time he did it he could understand the appeal of doing it again - now, so can I!

We completed the whole run in 47 1/2 hours making good time on most of the legs. That car goes damn well - even with tie-wraps holding the bonnet in place after one of the support brackets broke, and with the exhaust blowing a bit after bottoming out with a mighty crunch on one of the northern Scottish roads.

I'm also very pleased that - eventually - I did achieve my aim of getting a web page up & running during the trip (<http://triumphsouth.20m.com/rbr.html>) despite the angst when half of it disap-

peared just as I thought it was all coming together nicely on Saturday afternoon. As Guy says - it appears as though the 60s design Bond worked more efficiently than the 21st century mobile links! I have more photos which I aim to put up on the page in the next day or two - though I must get my next TSSC Register article finished too!

I do want to say thank you to those of you who sent us words of encouragement during the weekend, they were very much appreciated. Signing off for now - and heading for a much anticipated bath & bed!

**Now we have
Team Acclaim To Fame's
viewpoint of the Same
Gruelling event!**

**Acclaim txt updates to the Herald
List via Jason Chinn & Craig Gingell**

Here's the first message in on the teleprinter 4-10-2002 14:15 GMT "Acclaim 2 Fame is off and running. Loaded up and dragging it's mudflaps"

The teleprinter has thrown up more news 4-10-2002 16:28 GMT "Cars sweet. M4 85mph all the way to London. Arrived at start safe and sound."

4-10-2002 19:00 GMT (or should that be BST??) Teleprinter has chattered another message - The disposable Triumph Acclaim has set off for John O'Groats, Rob reports that the Canley stretch limo has not arrived.

I have it on good authority that the stretch left Canley's premises at about 17:00 heading for the start line.

Fri Oct 4, 2002 7:15 pm

Blimey news is coming in thick and fast here, no sooner have I reported no sign of the stretch at the start than it turns up! Acclaim 2 Fame boys report that the stretch turned up just after they reported to me as leaving - Canley's cutting it fine again. The considered opinion of the A2F

boys was that it "looked a bit ropey" - this coming from 3 blokes in a 375 Triumph Acclaim HAS to be taken as meaning VERY ropey!

Acclaim 2 Fame latest 4-10-2002 22:00 GMT "Arrived at first check point. All OK with the Acclaim. Car park full of the big guns. No sign of stretch."

More updates tomorrow I think, anyone know the timings and check point list?

Jason

Team Acclaim 2 Fame report 4-1-2002 @ 22:15 "It is



now raining :-(58 cars started, 58 still running as far as they are aware. Next stop Corbridge at 1am"

Team Acclaim 2 Fame 4-10-2002 @ 22:35

"Stretch just pulled in and bottomed out on a very shallow decent. They have lots of problems. Don't think they will make it."

Not looking good for the Canley Concoction!

4-10-2002 @ 22:45

"Stretch is out" - no more details

A2F 5-10-2002 00:05 GMT

Latest from the Rob and the boys

"Midnight and just cruising along past Scotch Corner at 75 mph with the stereo kicking, night night I'm gonna kip in the back now"

Go Acclaim!

A2F 05-10-2002 01:32

Latest from the Acclaim Boys...

"Just arrived next stop. Corbridge. Nr Newcastle. Acclaim is keeping up with the big boys. Everyone still appears to be running except Stretch."

Craig.

A2F 05-10-2002 01:23am

"Stretch status - Exhaust hanging off. Major oil leak on gearbox."

Craig.

A2F 05-10-2002 01:45am

Amazingly the Acclaim boys are out in front.

Report that Gord and the Exeter Estate are still going.

Craig

A2F 05-10-2002 02:00am

Acclaim Boys cross into Scotland

Craig

A2F 05-10-2002 03:20am

Acclaim Boys are running 8th at the Edinburgh Airport stop.

Craig

A2F 05-10-2002 04:40am

"Perth checkpoint. Still going strong."

Craig

A2F 05-10-2002 07:15am

"Morning guys. 100 miles to John o Groats. 7.15am, and this Acclaim is singing."

Craig

5-10-2002 @ 08:45 GMT

A2F boys report "Blinding! 25 miles to JOG"

I'll give Rob a call in a while and get a full report of the evenings events and report back to you all

Jason

5-10-2002 09:00 GMT

"Acclaim 2 Fame arrives John O'Groats. Joining 10 various 2000s, a TR7, TR4 and a Stag" Trying to make voice contact with Rob now but having trouble getting through

Jason

5-10-2002 @ 11:20 GMT

Just spoken to Rob in the Acclaim, car is going great, flying around with no problems at all. They left John O'Groats having spent about an hour over breakfast but hadn't seen Gord and the Exeter Estate :-(Anyone else got any news?

Jason

5-10-2002 @ 13:-3 GMT

"70 mph across the highlands and Colin's got the Acclaim flying - literally and bottoming it out as well."

5-10-2002 19:40 GMT

Latest communication from the Acclaim to Fame boys

"Tuning Tips for the Triumph Acclaim -

First fill the car up with luggage, tools, spares etc.

Second Wash the car.

Third get on motorway and plant right foot to the floor for 1200 miles."

Sounds easy! And all for 325 - fun fun fun! When I asked about oil and fuel consumption and pointed out that I was now well into a case of Grolsch I got the following reply.

"40mpg, NO OIL. We are on Red Bull."

You gotta love those boys, mad as a fish the lot of 'em.

Jason

5-10-2002 @ 20:00 GMT

"First away from Stirling. First back into ENGLAND. Just crossed the border :)"

5-10-2002 @20:25 GMT

Gordon is still running, has had ignition problems - Rob has just had a text message from him.

Jason

5-10-2002 @ 2317 GMT

The Acclaim 2 Fame team have made it to Oswestry Services 1 hour early, car still good and no drama to report.

6-10-2002 @ 03:45 GMT

"Bristol checkpoint came and went at 3:45"

6-10-2002 @ 06:30 GMT

"Arrived Lands End 1 hour early and first here."

The Acclaim is obviously still flying!

Jason

6-10-2002 @ 08:41

Acclaim 2 Fame report Gordon has arrived at Lands End

6-10-2002 @ 09:37 GMT

"Leaving Lands End. Next stop Ashburton on Dartmoor, we have heard that about 15 cars have retired, not us!"

I spoke to Rob this morning 10:15l, he tells me there have been a few accidents - Dave Toogood in car No 3, a 2000 was hit by a motorcyclist, not too serious and he's still running. A TR7 (car No unknown) scored some sort of highland animal and damaged the front end but is still running - it's not known if they tied the road kill onto the bonnet as a trophy. No confirmed retirements apart from Stretch but 15 cars have failed to book in at Bristol so are suspected retirements.

3 early Heralds, a white saloon, a red saloon and a red convertible haven't been seen for ages.

I'll be going down to the Fleet stop on the M3 services (in the Lorry Park) later today - the checkpoint is open from 5pm to 6pm so if anyone else wants to go and cheer them on, I'll see you here!

Jason



6-10-2002 @ 12:53 GMT

"Devon control done. Next stop Fleet"

6-10-2002 @ 15:20 GMT

The team are almost at Fleet and the control doesn't open until 5PM! In true TSSC style they have stopped to help a stranded Herald driver before making their way into the

services at Fleet - what a crew!

I'll try and get some pictures of the runners and riders to be uploaded later tonight.

Jason

From: "Jason" Date: Sun Oct 6, 2002 7:49 pm

Subject: RBRR - update

Well I've just returned from the Fleet service halt and have a few photos. The control opened about 10 minutes early so it got a little frantic. It was good to see so many Triumphs on the road together and in all conditions!

Good also to meet a few drivers and have a quick chat.

Acclaim 2 Fame has now completed 2000 miles in a weekend, the car never missed a beat, did 40 mpg, used no oil and is now the centre of the plan for the next RBRR! Photos will be up as soon as I can figure out this free web hosting thingy!

Jason

From: "Jason" Date: Sun Oct 6, 2002 8:08 pm

Subject: RBRR - photos

<http://www.bryngwyn.50megs.com/RBRR/index.htm> apologies for the pop-ups but this is a new free hosting service I'm trying for photos, 50 megs for nowt can't be sniffed at :-). As you'll see, I'm no photographer but I hope the pictures convey enough.

Jason



From: "robnhen" <robnhen@...> Date: Mon Oct 7, 2002 10:16 am

Subject: RBRR Acclaim.....

Well everybody. We made it! ...our £325 car rocketed around Britain. Got home 11.45pm Sunday absolutely Totally done in.

Many thanks to Jason and Craig for posting my text messages, sorry if some of the info on other drivers was a bit vague but I was just

passing on 'hear say' I suppose.

Very Honoured at fleet services.....we were made honorary members of the historic saloon club. by some of the guys in the big MK1 2.5 pi's..... I can see the expression on their faces now... as they pulled into various checkpoints after literally racing from point to point, and we were sitting there waiting for them.

We certainly raised a few eyebrows as far as the 'TSSC accepting other cars saga' goes as well. We did it in the Acclaim just as a wind-up and to have a laugh and a joke, not to score points for the TSSC over other Triumph clubs.

If we could have got another car for the money then we would have done it in that. We were even told by Club Triumph officials at the finish, that they didn't like our wind-screen banner.

TSSC AVON "Acclaim to Fame" 2000 miles in 48 hours in a car we have only owned for 48 hours

Nothing wrong with that.....we thought the event was to raise thousands of pounds for M.S. not for clubs to score points.

Anyway back to the point. My best memory of the weekend.....When I was doing a turn at the wheel and was sitting at some traffic lights near Exeter and a TVR Chimera pulls along side.....Colin and Sean started laughing cos they 'knew' what was coming up next.

BBBBRRMM...BBBBRRRRMMMM.....Red light.....Amber light and plant the right foot.....

We out dragged this TVR for about.....2 seconds.

THANKS FOR ALL YOUR SUPPORT and I will mail our pics to Jason to set up on his website. We even got some of 'stretch' at Blyth services before it retired.

Rob, Colin and Sean along with 'Shepp' our old faithful friend.....

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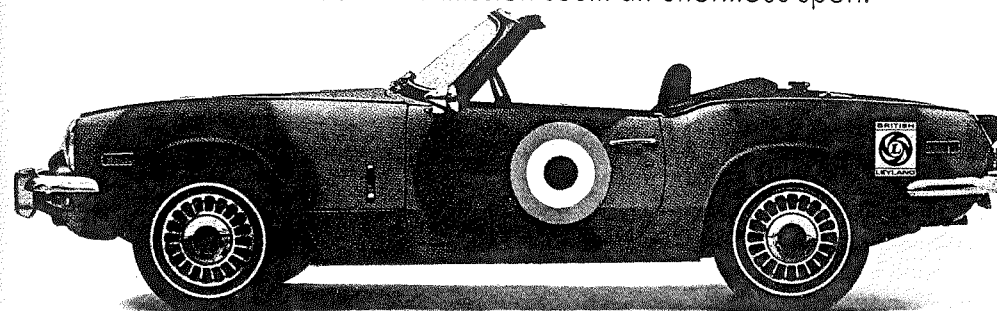
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Tel: 01858 434424 Fax: 01858 468228

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 8BY 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

SPIRITFIRE Mk I/II/III

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

SPIRITFIRE Mk IV/ 1500

John Thomson, 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

Guy Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE
Tel: 01672 514241 e-mail: bond.equipe@virgin.net

SPECIALS

Trevor Collett, 25A, Greenacres, Bookham, Surrey. KT23 3NG.
Tel: 01372 452292 e-mail: trevor@collett.me.uk

AMPHICAR

David Chapman, email: david@amphicar.com
Tel: 01684 592985

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, Gloucs. 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

John Muggleton, TSSC H.Q. Main Street, Lubenham,
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: vtthompson@ivycottage17.freereserve.co.uk

COMPETITION SECRETARY

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

ALL TRIUMPH (ARTICLE IDEAS)

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



NOVEMBER 2002

Plus

CLASSIFIED CARS & PARTS CONTENTS

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

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CLASSIC
MOTOR SHOW

The NEC, Birmingham
SATURDAY 9 - SUNDAY 10 NOVEMBER 2002
Ticket Hotline: +44 (0)121 767 4767*



AREA DIRECTORY

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

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

SCOTTISH AREAS

29 CENTRAL & WEST
Jim Smellie: 07771 956643
The Sherbrooke Castle Hotel
11 Sherbrooke Avenue
GLASGOW
1st Thurs. Eves.

64 NORTH EAST
Danny Stroud:
01224 742315
Venue as in
Area News
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

INDIA
Shyam.K.Chary
Hubsiguda
Hyderabad (Andhra Pradesh)
India 500007
(91) 40 717117
krishn_sk1981@yahoo.com

ITALY
Luca Bellinello:
Milan
lucabellinello@tiscalinet.it
00 39 347 7405795

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

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

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
Michael Cohen
01978 359263
Golden Lion
ROSSET
1st Tues. Eves.

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.



CANADA
David Stock:
R.R.I.,
Picton
Ontario
KOK 2TO
0075 86 82 31 51

DENMARK
Jens Conrad:
Parkvaenge 6
8600
Silkeborg.
0035 86 82 31 51

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

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

NORWAY
Knut Skoglund
Bjerkelundgata 6 B
0553 Oslo Norway
+47 91 16 17 78
knut@skoglund.com
http://groups.yahoo.com/group/Norwegian_Spinnere_and_Gift

PORTUGAL
Antonio Cabral Afonso:
Urb. Portela Lote
180-52-Di2
2685 SACAVEM
00 351 1 9433002

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,
1st Tues. Eves.
The Old Smithy, Church Lawford
3rd Sun Lunch



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 846908
The Bell Inn
FINEDON
2nd Weds. 8pm.

25 OXFORD
Andrew Webb: 01865 865828
Cathrine Deacon: 01865 863467
The Black Horse
GOZZARDS FORD
Nr ABINGDON
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
BARIASTON
1st Wed. Eves.

40 WEST MIDLANDS
Chris Allen:
0121 384 6509
Moxhull Hall Hotel
SUTTON COLDFIELD
1st Tues.
Eves.

**AREAS
NOT REGISTERED
WITH THE
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.

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

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

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

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

SOUTH EAST AREAS

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

48 HANTS & BERKS
Craig Gingell:
01256 841505
The Crooked Billet
HOOK
1st Tues Eves.

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

12 HERTS & BEDS
Mandie Hollingsworth:
01462 814051
The Bull Inn,
Whitwell
4th Mon 8pm

87 WEST HERTS
Randal Merlino:
01442 381658
or 07939 760505
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 Singleton:
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
Blathway Arms
Bath Racecourse
1st Mon.

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

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

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

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

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

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

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

86 TEST VALLEY
Bob McDay: 01256 410192
The Clafford Arms
GOODWORTH CLAFFORD
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.

ENJOY A WINTER WEEKEND

AT THE

FOSSE MANOR

H O T E L

Stow on the Wold



31st JANUARY, 1st/2nd FEBRUARY 2003

£140 Per Person

The price includes accommodation on 31st Jan and 1st Feb. Dinner of your choice on Friday 31st Jan and 1st Feb, breakfast and a set dinner on Saturday 1st Feb, breakfast and lunch on Sunday 2nd Feb. In addition on Thursday Jan 30th and Sunday 2nd Feb accommodation is available at £40 per person, per night.

There will be a mystery tour on Saturday morning and a short walk on Sunday for coffee in a local village. The rest of the time is for you to enjoy the surrounding country, the Hotel's bar, lounge and food as well as the company of new and old (no reference to age intended) friends.

Please complete and return the the form below to David Bird together with a deposit of £50 per room, cheques made payable to The Fosse Manor Hotel.

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

ADDRESS.....

SINGLE ROOM ☐ DOUBLE ROOM ☐ Double/twin beds ☐

FAMILY ROOM ☐ NO. OF CHILDREN ☐ THURS 30 ☐ SUN 2 ☐

ADDITIONAL NIGHT

RETURN TO: David Bird, 18 Micawber way, Chelmsford, Essex. CM1 4UG

Telephone: 01245 441819

Please send SAE if receipt required. Book early to avoid dissapointment

AREA ORGANISERS REGISTRATION FORM 2003

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

The term of office to be for one year from **1st January 2003 to 31st December 2003**, unless a duly elected substitute be registered during that time. If Areas elect Joint Area Organisers please COPY and complete a Registration Form each.

I Membership Number:...../.....

wish to register Area Area Number:.....

with the Triumph Sports Six Club for **2003**

My address is:

Postal code:..... Telephone Number

e-mail address:..... Publish This? YES/NO

Signed: Date:

Area Meeting Venue:

Meeting Day/Time:.....

Seconded by:

I Membership Number:...../.....

Second..... as

Area Organiser for **2003** Signed..... Date:

Any amendment to Area Registration details through the year **MUST** be notified to the Area Liaison Officer so that the Area Directory may be kept up to date.
This form to be **RETURNED BY 31ST DECEMBER, 2002** to:

Vivien & Victor Thompson
TSSC Area Liaison Officers,
Ivy Cottage, 5 Rectory Mews,
Sprotborough, Doncaster,
South Yorkshire
DN5 7LG

I wish
..... Area
to be entered in the
Area draw for the
coming year
YES/NO



AREA LIAISON OFFICERS REPORT

Cumbria were winners of October's area draw, so if you would like to contact HQ they will send you your vouchers.

Well! it's that time of year again. Get those area registration forms in. the one in October's news review, did look as though you could register for two years, but as with last year's it was an error. (sorry - Brain Dead Editor. Ed) So if you use that one just amend the dates please or use one in this mag.

Divien and Victor

AVON

October's meet! Sorry if I seemed more of a Zombie than normal! I'll explain in a minute! Good to see Nev and the girls again (been a long time mate!). Thanks to Briony and Nicole for helping with the raffle. Great to see Kevin, who has just joined us with a MkIII Spitfire. He's another one, of the Barmy Army, who went along with Rob, Hen, Albert and Ian etc., to the German Spitfire Weekend. He enjoyed it so much, he had to buy a car!

Number One Zombie! Sorry about that guys and gals - I had not long completed the Round Britain Run, which I can't say too much about as there is a report to follow. I have a funny feeling some of you may have heard about our escapades! Let's just summarise as follows: Bought a £325 Triumph on Wednesday eve. Checked the oil level on the Thursday. Rob, Sean and I then took part Friday and finished on Sunday!

We had an absolute ball and went from being the joke of the weekend to earning total respect, as we became a force to be reckoned with! A true case of the 'Tortoise and the Hare'! We came and conquered!

Many thanks to Lynn, who very kindly offered to type up the Area reports whilst I was PC-less! I'm hoping this £80 lap-top will be OK, but I know where you are if need be!

Life's a Beach ... especially when you've got the beach down and you're playing straight-six tunes through the sports exhaust! Even better when it's a Thursday and you should be at work! Still haven't cured the sticky accelerator though!

Triumph World Picnic: Took 1600 across to join the Newbury Area. Great to see Keith and Daniel again (Le Mans). Sounds like you've got the GT6 sorted!

Events Coming Up:
3rd November - Club Stand at Restoration Show and Autojumble, Bath and West Showground, Shepton Mallet.
Jan 4th 2003 - Avon Xmas Panto! Oh yes

AVON . . . BELFAST EAST BERKS . . . SOUTH BUCKS

it is! Peter Pan at The Playhouse, WSM, evening performance! £12 to me ASAP by Nov's meeting. We have 28 places and they are going like hot cakes! First-come, first-served.

New monthly raffle is taking off. This is where you bring donated raffle prizes but max spend £1.

HKG 650D up for grabs: 1966 1600 Vitesse, 37,500 miles. Full history. Very good, original, unrestored condition. Overdrive. Webasto. Towbar. Concours prize trophies included! £3500 ono. I may also know of a 2500 'S' soon coming on the market.
Party on People ...

Col

BELFAST

Not a great month for me, this - I missed Kilbroney after waiting all Summer for it. Still, the day was good with none of the expected quagmire a la Doune, said bits of which I'm still picking out of my wheel-larches. Thanks to Lawrence for sending me the photos and thereby depressing me even more with a view of what I missed ... I could even smell the BBQ nice to see Sam still attending in his MGB, but what was the finisher's award this year? Don't forget that a) the AGM will be on the **second Sunday in December** and b) I will not be standing as AO again. Due to pressures of work, since March I'm finding it very difficult to get time off, and couldn't even get it for Kilbroney; most of my free hours are early weekdays and usually in the mornings, so weekends are almost impossible for me these days. You got three years out of me when I was only expecting one!! I'll also be unable to attend the International Classic at the NEC this year too (missing two nights of Indian restaurants ...) but any ideas for an end-of-season run as a finisher for 2002?

I've had a few sleepless nights recently after receiving a bill for the Totally Triumph Finisher's Awards (T-shirts to you) of - wait for it - an astonishing £743. Thankfully after a brief argument today (and production of a written quotation) the price fell by about two thirds ... Details are coming in as I write of a Spitfire 1500 restoration project for sale; Kim McCauley's 1966 Vitesse Convertible is still unsold and Davey O'Neill's blue 1500 is also for sale; details at the smartgroup. There's still a buyer for a Herald 1200 Convertible so tell me what comes up. I've been getting a lot of contact from Triumph enthusiasts in Southern Ireland mostly with Herald and Vitesse queries so Totally Triumph seems to have put us on the map again. All those free T-shirts had to be for something ... That's it for this month, see you at the AGM.

Colin

EAST BERKS

It's definitely getting colder again now! Only one car in the car park - David's Herald Convertible.

Well done to David for bringing it down!

Short news this month, just to say we're teaming up with South Bucks on the **7th November** for 10 pin bowling at the Maidenhead Bowl, call me for details if you

want to come. 8.00 pm, about £9 entry or £12 I think if we want food as well. Should be good. I'll be off to Stoneleigh for the NAC Restoration Show on **27th October**, also the Ascot show on the 24th November has been cancelled. I'm upset about that too! The Christmas do is going to be at Sweeney Todd's again on **Sat 14th December** 8.00 pm. Again, call me if you want to come - I need to book numbers asap.

The GT6 just needs an exhaust and I can start it up, Dog's coming along nicely at JY Classics, my Riley Elf is sitting unfinished on the driveway and the red Fester has died and made way for a slightly less crap Fiasco!

Got to go now, it's late in the day and the office is emptying rapidly - don't want to get locked in!

Next meeting is **2nd Tuesday** in November, from 8.00 pm!

Mark

SOUTH BUCKS

September has been another busy month for the South Bucks members. Sunday 1st saw Allan, Rob and Daniel go along to the Swallowfield's classic show. Clash of dates meant that I couldn't attend, but reports say it was a busy day with a wide variety of transportation. The next TSSC event we attended was to descend on the Thames Region once again. It's actually a nice run down there, just a roads so speed isn't too important and you're not just sitting on the M25 at motorway speed (well, to those of us whose speedos work, hey ROB!). To lower the tone of the convoy of Rob's MkIII Spit and Dan's 1500, I tagged along with my newly acquired 13/60 Convertible to keep the Saloon company. It's finished in Saffron, or as my seven year old daughter calls it 'icky' yellow! She really wants a different colour if I keep picking her up from school in it! Anyway we all had a good time, other than me getting stuck in 4th gear on the way back, leading to some varied lines around the roads of Staines! The most surprising news of the evening was Marcus's news that he had started reading Farmers Weekly in order to find someone to marry who has lots of land for his Triumphs and a real reason for looking at tractors! He didn't mention names, but we were all guessing! I presume it was all related to his holiday in Devon the previous week. Other strange confessions also came out, but it's not really suitable for family reading, but you know who you are! If you would like to join us for the visit to Thames Region, please let me know as it's usually the following day after our meeting.

On a personal note, may I thank Rob for flying me down to the Goodwood revival meeting. It was a superb day and the standard of cars was simply amazing. Six GT40's, two original Shark nose Chevrolet's and a few TR's. Also an early racing Spitfire, driven by Stirling Moss's sister (I think) and a 1200 in the car park. It was a great experience flying down, with great views, landing on the infield and so on. However, the flight back was somewhat bumpy (!) and has precluded

CHESHIRE . . . CORNWALL

me from flying in anything that isn't made by Boeing and has less than two engines! A great day out though, so thanks again to Rob.

Sunday 16th a large (ish) convoy headed from High Wycombe to the Triumph World Picnic. Robin and his sister led in Robin's MkII Spit. Followed by me in the 'icky' car, my wife and kids in my wife's Honda along with Marcus's kids who didn't want to travel in Marcus's 1200! Dan and Richard followed in Dan's 1500, and Gary and his son followed in his 1500 Spit. It was great to see the cars all in convoy. A great route was found by Rob and Marcus to get us there. We all had an enjoyable day; there must have been some three hundred Triumphs, from the very earliest to an X reg Acclaim. The only disappointment was supplied by Marcus. Now it's a South Bucks tradition to 'have a pint in the hand by 11am at all shows we attend. There was no beer tent in the field, but Marcus said 'they sell beer inside the park'. Five minutes later he finally crumbled and admitted he had lied! Well, not that I have a drinking problem (!), but, well it was Dan's birthday (thanks for coming on your birthday Dan!) and we wanted to buy him a drink! Shame! Must be something to do with Farmers Weekly that Marcus has been reading! In fairness, he did come and pick me up and we then went to visit Robin at the country's oldest Free House! The best part of the day was Robin's much admired MkII Spitfire won a place in the 'top ten in show' award. Many congratulations Rob, well deserved, as I know how much effort and expense the Spit has caused you at time! It's also worth noting that Robin's car travels to all the shows we attend, from the South of England meet to the Isle of Wight and also it was there at Stafford! When the commentators asked people around the arena which car they thought was the best, they asked Marcus, and he said 'a rather biased opinion, but the red Spitfire. The commentators then asked Marcus's eight year old daughter the same question. 'The red one' she replied! Now I'm not going to go down the old road of women drivers, the reason being I work part time in a Franchised Car dealer, and I've heard that from grown men and women!

The monthly meet was one of the biggest ever! Marcus and his friend Chris who actually remembers Marcus driving his Vitesse! (It's been over eight years in the rebuild!), Dan, Rob, Robin and Allan and I being the other regulars were joined by Paul and Liz Lucas of racing fame. Paul was explaining the championship comes down to the last race at Donnington, so we will be up there to cheer him on! Thank you both for coming along. Thanks also to Gary who came along and to David Brown who had just returned from a track day at Goodwood in his GT6 which he seemed to have enjoyed somewhat! Thanks again to all that came, hope to see you again. One person who wasn't there was Nick and his GT6. Nick was overseas supporting Fulham FC, who won, so I'm sure he was happy! Hope to see you at the next meet.

Hope you saw the pictures in last month's Courier of the Amersham Show. Thanks goes to Robin for taking the pictures and storing them on disk. Thanks also to my wife for sending them up to Bernard, and

to Bernard for including them! Speaking of pictures, and not to name drop, but as I am extremely proud of the fact, yes, Paul Swanson is my father (picture on page 69 with Trudi Prettyjohns) and if you look really closely, you can just about see me in the large picture at Rockingham. I must also say thanks again to Peter Williams who kindly gave my wife and I a lift to Rockingham in his very nice MkII Vitesse Convertible, and even let me drive it around Rockingham! My wife looked even more surprised than me, afterwards saying 'Peter was very kind to let you drive his car, but he obviously doesn't know you too well'. Well, with support like that..!

Well from the old (!) to the new. Another huge thanks goes to Craig Gingell who has set up the South Bucks website.

Make sure you give it a hit! Go to www.tssc.org.uk/southbucks. Please let me know if you have any ideas or suggestions. Thank you Craig, it looks superb. I've also used the new logo's that are available for your mobile phone. It costs about £3.00 but looks ultra cool, especially if you have a Nokia 8210, and you can add South Bucks to the bottom in place of your selected profile!

Dates for your diary. **Thursday 7th** Ten Pin Bowling against the East Berks region at Maidenhead. Contact me for details. Several of us will be attending the Classic car show **November 9/10th**. If you would like to come along, please let me know. The next monthly meet at The Squirrel is **Wednesday 20th November**, 8.00 pm onwards. The South Bucks Christmas Dinner maybe at The Crown, Penn on **Sunday 15th December** for a lunch, enabling kids and adults to go along or **Saturday 14th** for evening dinner if that was preferred. Specific details next month. Please come along to any of the events you like the sound of. Kind regards

Carl

CHESHIRE

As summer draws to a close the opportunities for driving a ragtop get less and less. Despite this we had three Vitesse's at our meeting this month, and I claim the prize as the only one arriving with roof down. However, it was very cold driving to Bollington, so the roof went up as soon as we arrived and stayed up on the way home.

A little movement on the rebuild front, Adrian has done a little more work on the engine (and is now trying to sort petrol pipes) and has also put his spare parts in The Courier. Selling the GT6 bodyshell that currently adorns the patio is likely to gain domestic brownie points. As last month we discussed the interesting way coolant makes its way around the manifold, banjo and heater. If I remember I will bring the manual and/or a copy of the relevant page for study next month.

As we were leaving, we listened to Dave's Vitesse, now sporting a lumpier camshaft and tubular exhaust manifold and it sounded absolutely wonderful as Dave drove away. I am jealous but there are no funds at present for doing things like that to a heap.



That's all for now. The next meeting is on the **7th of November** at the Cock and Pheasant in downtown Bollington. See you there.

Henry

CORNWALL

Enclosed is a report kindly emailed to me by Ashley, it sounds like you all had good fun at Ian and Jane's.

Ian and Jane's BBQ.

Clear blue sky's and bright sunshine greeted people arriving at Ian and Jane's party held on the 14th September 2002. The first people to arrive were ourselves Ashley, Jannet, Kirsty and James who were greeted by Ian on the B4125 putting out signs. We were closely followed by Steve, Harry and Sue, John and Christine arrived soon afterwards in their TR4a Closely followed by Mike and Tracy Crewes, Anthony and Sally Ann. The party began at approximately 6.00 pm with Ian cooking superb food from the BBQ and was complemented by a superb selection of sweets. The marquee, gazebo, garden heater, table and chairs together with Ian's party piece of a large inflatable mercury lamp ensured all guests were comfortable, able to see and warm. The drink flowed all evening and Ian provided entertainment with his electronic game reaction game. It was about 2.00 am when Anthony from the Cornwall Area asked Ian if he had any whiskey to make Irish coffees. Ian provided a bottle of Jameson's Irish Whisky which apparently was left over from last year's party and had not been used since. Several Irish Whiskies were made with a competition growing on how well the cream was floated on the top. The party ended at approximately 3.00 am.

For those who stayed the night they were greeted in the morning with Ian providing a superb breakfast and I can certainly say that the bacon was the best that I have ever had. Prior to people leaving Ian and Jane got out three of their four Triumph's for all to view. Unfortunately, Ian's Herald Estate was not available but I have been advised that it flies with its new 1500 engine. Ian's Vitesse Convertible was reliable as ever and started first time with a great engine note from its straight-six engine. Jane's trusty Spitfire looked good as ever and her new 1200 Herald Convertible looked great. In addition they showed their illuminated Triumph sign and a very old wooden Standard-Triumph sign. On behalf of all those that attended I would like to thank Ian and Jane for being excellent hosts and providing superb equipment, food and company. We wish them well with their plans to enlarge and improve their cottage and look forward to next year's event.



CORNWALL . . . COTSWOLD . . . COVENTRY CUMBRIA . . . DERWENT VALLEY

CORNWALL Contd

Many thanks Ashley for the write up! I very much appreciate it as Les and myself have not been able to attend recent events due to work commitments. We look forward to seeing you all at the Christmas dinner and dance. All the very best,

Carol and Les

COTSWOLD

I'm in training for the Round Britain Run! In the past 48 hours, I've been in Cornwall (very nice - back home with the 2.55 - didn't see Mac and Sue around Boscastle though!), London and Derby as well as doing two days work! Stop the ride, I want to get off!!!

For What's Happening, please see Avon report.

Col

COVENTRY

The Indian Summer provided a welcome extension to the season for our Triumph cars, but autumn has finally caught up, as the shorter evenings descend upon us. We had reasonable turnout with around 8 cars at the October meeting at Weaver's. It was good to see Nigel and Dave in my 'old' Herald 12/50 (AVB 117C), which he is using for daily transport. I am tempted to buy another Herald/Vitesse, but time and space is limited at home!

The November meeting at the Weavers will be different! It falls on **Nov. 5th**, and coincides with the pub's annual bonfire & fireworks evening. Dave Barlow (pubman) will be the guy in an apron, serving food at the BBQ in the garden. There is no admission fee, however, all monies raised via BBQ and bucket collection goes towards the Warwickshire Air Ambulance (Helicopter Service). I'm told that approx. 300 people may attend, and car parking will be chaotic! even worse that our summer meetings! Fireworks will be lit at 7.30 pm; it would be sensible to arrive for 7.00 pm if possible.

As I mentioned in last month's Courier, in addition to the regular first Tuesday evening meeting at the Weavers, we shall now meet at the Old Smithy, Church Lawford, on the **3rd. Sunday** lunchtime at 1.00 pm. This follows a recent suggestion from a Club Member, and should allow those from the Eastern side of Coventry/Warwickshire easier access, and provide a daylight meeting throughout

autumn/winter months. A few of us did a 'reconnaissance run' in September to the Old Smithy, and were very pleased with the venue; please try and attend when you can, and let us know what you think. Details are in latest Courier, and also on TSSC website. As you are probably aware, there are controversial proposals for an all new International 'Coventry / Rugby' Airport to be built here, resulting in compulsory purchase/demolition of historic villages and surrounding countryside - if it gets the go-ahead! I know a number of our members are very concerned with this particular issue.

I notice from the October Courier that the TSSC Area Organisers Registration for 2003 needs to be completed by end of year. I am pleased to have been able to have served as Coventry Area Organiser since setting-up the present local monthly meetings in Fillongley approx. 18 months ago. I am prepared to continue as A.O. for next year if required, but would be prepared to step down if anyone else was keen to take on this position. I will discuss this at November/December meetings, and see if there is anyone interested, or whether you wish for me to continue. If someone would be prepared to assist as an 'Events Organiser' for the next year, I think it would be very helpful; we should get more involved in local/national events where possible. Please do not hesitate to contact me via telephone/e-mail with comments and suggestions.

The TSSC have developed their web site, and consequently have provided a new e-mail address for the Coventry Area. The TSSC headquarters website is now www.tssc.org.uk. The new Coventry Area e-mail address (for me) is mailto:coventry@tssc.org.uk. Alternatively, you can still contact me on the existing hotmail address (tssc_coventry@hotmail.com). Craig Gingell at TSSC HQ is the person to speak to with any comments regarding this change.

It's time to plan that winter restoration work now, get busy in the garage. It has not been a bad summer after all, let's hope the winter is not too severe. We may organise another Christmas meal in December, as last year proved a success, what/where do you suggest?

Looking forward to seeing you all at Weaver' on **Tuesday 5th November** - remember to get there early!, and also on **Sunday 17th November** at 1.00 pm at the Old Smithy in Church Lawford. Keep between the hedges! Regards,

Kevin

CUMBRIA

Hello there, firstly apologies to everyone for the lack of Area news for last month. I have been very busy at work, new role at work and new duties have meant that I have had other priorities. As a result of this I have decided that it is time once again for me to ask for a volunteer to take on the role of Area Organiser. We run the Area as a group which means that this is not too great a duty. It's good for an Area to have a new Area Organiser every few years; we all have new ideas, which are important to keep interest going. My

thanks must go to the people who have supported me over the last couple of years - you all know who you are. I will continue to be actively involved with the Area and will also continue to help co-ordinate the Lakes Triumph Weekend; watch this space for more news about this event!

Now to news of what is going on in the Area: A group visited Sizergh Castle near Kendal at the start of September. A good time was had by all and this is scheduled to become a regular event, we are trying to encourage other Areas to come along next year. Phil is looking at a date earlier next year, this is a good event for us as we do not do much in the south of Cumbria. Hopefully, this will improve next year we have got more active members in the south and west of the county and we will rely on you to let us know of any events which are worth attending.

At the end of August we had our usual trip to Scotland for the Callander Weekend. After a wet start this brightened up for the run out and the show on Sunday. Rain seems to have been a major feature of this summer; hopefully, we will be luckier next year. I am even writing this on my belated summer holiday in a wet Cornwall.

The benefits of being an active member have been brought home to me this week when my daughter ended up in a strange town and needed help. What to do? Ring a good friend from the TSSC was the answer. Thank you Ray, our adopted Cumbrian member from Northampton, for being her knight in shining armour. I am also meeting another friend from TSSC for a night out in Cornwall.

So come along to meetings and events and make friends. We are now in winter mode so news of the Christmas party: It's at our usual meeting place on the **last Sunday before Christmas** and we will have all the usual fun and games. Please let Anne know if you want to come along (016973-51654). The meetings are on the **last Sunday of the month** at the Troutbeck Inn just off the A66 between Penrith and Keswick, they do a great Sunday lunch, so its a good excuse to come along. Cheers,

Bob

DERWENT VALLEY

Well this is my first report as joint AO, how scary is this! Fantastic actually. If you are one of the lucky people who get their Courier early, we are getting married (we being Chris and I, Kirsty) on Saturday 2nd November, open invite to the biggest rave ... well happy family knees-up at The Whitehouse Hotel, Kegworth on the A6 from 7.30 pm. For those of you who get the Courier late, like us, please feel free to congratulate us for finally getting spliced! Long overdue I hear you shout! Highlight of the wedding breakfast has got to be that the table names are all Triumph cars!! A big hit with the revellers I'm sure!

What a busy month - does every AO say that? Peak Run re-run Sunday 9th September had a slightly disappointing turnout. However those of us who braved the run had a fantastic time and enjoyed a top meal at the Three Merry Lads pub. Usual suspects were Don, Pearl in the

GT6, Kev and Di in the TR4A, Pete and Stubby in Polly Spitfire, and us in Jumbo. Spitfire. Had a few detours, finding first gear hairpin bends and lovely long roads with no turning spaces but the fun factor was at a maximum.

End of September saw a crowd of us flying (well driving) on down to Norfolk for the fabulous MOT event. First to travel were Kev and Diane in the TR4A and Pete and Lubi in Polly the Spitfire. Later in the afternoon Don and Pearl in the GT6 met up with Steve and Tracey in their GT6 Convertible for a fast and furious drive down; come on Don, admit it you love to thrash it! Much later when us mortals got to leave work Chris and I left Nottingham at 7.00 pm in the greatest fun car ever the Club's much passed around Xena the Herald 1360 Saloon, described by Pearl as a loose woman (as she has done the rounds, the Herald not Pearl!). We had a fun and very bouncy ride down however, as always a problem strikes someone Xena starts to develop a small knocking noise being a bit non-engine wise we decided to slow right down and crawl the last 30 miles at 40 mph just in case it was critical! We got to the park in time for last orders and a few more. Next morning most people stuck their head under Xenas bonnet but nothing has been concluded yet, in fact most peoples' response is that Heralds last forever and there were no worries to be had.

Saturday was enjoyed on and off the site, with me being crowned Nail champion, Don winning lots of prizes for being bad at crazy golf, and Diane clearing up on the tombola as usual. Lubi enjoyed fishing while Pete had a smashing time on the plate stand, although this had to come to a standstill while Don bartered for last year's mug, it was chipped however! Steve and Tracey obtained the biggest cuddliest dog ever; this dog provided much amusement on Sunday. Saturday afternoon we had a mini convoy to Hemsby and then, like the big kids that we are, all had a go on the dance amusements; if any one wants the short video clip of Diane, Pete and Don dancing together just let me know, short but funny. Saturday night was the teddy bear auction, Derwent Valley had again clubbed together to bid for the smallest item (a duck again) thanks to everyone who contributed including Rich M who didn't make it this year but still sent a tenner, we spent £110. While we got carried away in the spirit of the auction Colonel (our Club mascot the duck from last years bid) was DUCKNAPPED! We were all horrified, fingers were pointed and nails were bitten, what if we never saw colonel again? Not to worry he turned up well fed and watered but was only returned after we raised another £50 for his safe return - we'll keep a closer eye on him next year! Saturday night also saw Colonel's first birthday party: Ask to see the photos of his card, cake, candles and a pint - no duck is better looked after! Lastly Saturday night saw a fight between a very large Donald Duck and a rather large Teddy Bear with a pony-tail? Don't worry it wasn't too violent as the weapons selected were inflatable hammers! It was all a bit mad but lots of fun.

Sunday was an early start 9.30 am on the field with a full police escort down to the

DEVON

sea front. Joe had tempted fate by saying on Saturday that we always have good weather - hence Sunday saw the first bit of rain, funny were the people in umbrella hats! Fantastic idea for those going topless. On the convoy Chris and I were kept amused by Steve and Tracey in front who couldn't decide where the large dog wanted to sit for the best photo. After being held on top of the roof for a bit they tried to pull him back in the car only to have to grapple with him as legs and tail were determined not to fit back through the window he had originally come out of, how we laughed! We managed a mile along the sea front but personally I thought it was one of the best turnouts yet with a fine selection of Triumphs on show. We also saw the Mini club doing lots of horn blowing, wheel changing and then an Italian Job style exit - fantastic co-ordination! Sunday also saw us all travelling home, Chris and I, Pete and Lubi opted for a gentle route home scenic run while Don, Pearl, Tracey and Steve opted for shopping in Great Yarmouth with a run home later, funny thing was despite leaving three hours later than us, Don's group were at the Farm shop midway stop before us, gave us all a giggle!

Hope this report isn't too rambling but if you lot will vote a girl, sorry a LADY (I am getting married you know!) you have to expect a long gossip not very too the point report. First times are always the worst I guess!

My month has been crammed packed, we have managed to break two engines in two months, whoops, the little ends going on the first and the second just stopping and refusing to start, hence we were in the Herald, kindly loaned by Pete and Lubi (the fact that that engine is on the way out as well can't be anything to do with us - can it?)

Pete finally got word that his engine had been rebuilt/remanufactured by Mark Field, Jigsaw Racing and was ready for putting into Polly. The two of us trundled down there to have a go at doing an engine swap, a big challenge we thought but you know now it's done ... I wonder what all the fuss was about! I mean I didn't even break a nail! Seriously the engine now in Polly sounds so sweet, I just hope Pete remembers to run it in correctly and not thrash it, have patience take heed! We are now the lucky owners of Polly Doyle the engine Pete was using as a spare in Polly during the rebuild and my greatest ambition is to rebuild this myself with no previous experience - watch this space! That was the space I got really impatient and with my brother and dad's impatience to we had the complete engine stripped in a couple of hours, now we know we need a re-bore, oversized pistons, new valve guides and valve reseating and possible new big ends while we are down there, does anyone know anywhere good but cheap?

Finally thanks to Rich M and Don for organizing and scoring the outdoor skittles night last meeting, lots of fun was had by all. Best throw was definitely Mike Mayfield winning the first round and putting up a good fight but with young Lloyd taking the second round. Initial discussions were held regarding next years Peak Run and the first proper meeting will

be held on **Tuesday November 26th** at 8.00 pm sharp.

Well that's all for this month - hope you are still awake out there! Look forward to seeing you all in December, as hopefully we'll be busy next meet somewhere exotic? Well the Canaries or Skegness at least! Pete will have to hold your hands for the last time; don't forget to give him a pat on the back eh guys?

Bye

Kirsty

DEVON

Firstly, apologies for not making it to the September Wednesday meeting in the Cowick Barton. The Sunday meeting in Winkleigh attracted the largest turnout for ages, with Chris G's new Spit 1500 looking very nice bodily (although it apparently could do with an engine swap). The weather was also excellent for the time of year, allowing us to sit outside to eat (lucky, as the pub was packed!), and a few of us drove in convoy to a classic bus and transport show just down the road, where we met up with Debbie in her 1500.

Our new engine is now finished and most teething problems sorted out (just need to sort out the speedo drive now). What we've ended-up with is a "GE" prefix 13/60 engine with unleaded head, tubular exhaust manifold and a single 1 1/2" SU from a Dolomite. It also has a Toledo 4-synchro gearbox (very smooth and quiet). Setting up on a rolling road showed it to be developing 45 hp at the wheels at 60 mph, which apparently equates to about 70 bhp measured in the 'normal' way. It certainly feels much quicker than a standard 13/60, especially in the low to mid-range, and still returns very good economy. The bodywork is also well on its way now, so soon it will look as good as it drives.

Congratulations to those of us who completed the Club Triumph Round Britain Run, including Gord in his dodgy looking but obviously fairly sound Estate!

Don't know how you stayed awake for all that time.

We're thinking of getting a team together for a competition to be held at Stafford next July. The basic idea is to build a machine, based around a Herald wheel and tyre, that can travel as fast as possible down a straight course and stop as close to a mark as it can. So we need to build some sort of radio-controlled contraption that accelerates quickly and has good brakes. If you fancy getting involved or could donate any parts or expertise please get in touch. On the same note, if we go to Stafford it will probably mean that we can't be at the Powderham show (they're usually on the same weekend), so



DEVON . . . GATWICK GLOUCESTER

DEVON Cont

if any of you is willing to volunteer to look after the Club stand at Powderham we'd be very grateful.

If anybody fancies taking on the role of Area Organiser(s) next year, please let us know (as soon as possible), otherwise we'll assume that you all think we're doing a fantastic job and carry on next year.

The **November 3rd and December 1st** Sunday meetings are both in the Kes Tor Inn, Manaton (near Becky Falls and Bovey Tracey), at the normal time of about 12.30. Let's hope for some more winter sun.

Rob & Helen

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

GATWICK

Let me start by reminding you all with our AGM this **Monday meet, 4th November**. Hopefully you have received your Courier in time to read this reminder! This is a chance for everyone to catch up on what's been happening this year and to discuss what next year holds for us. There are a lot of ideas, so let's make some decisions, but we need you ... so come along please!

The Mile of Triumphs was as good as ever complete with the police convoy down to the seafont. All traffic was held back to let us all pass by. The advantages of owning a Triumph!! It's a shame that all travelling isn't this way!! At the seafont, we were joined by large numbers of the Mini Club who seemed to have just discovered the button in the middle of the steering wheel! Great to see them, obviously having fun.

Duxford the following weekend saw some of the best weather it has ever had. It has paid off moving the show into September. Gatwick had a number of members at the show. Dave and Lynn on their wedding anniversary driving up in their GT6 with Peter and Maria in the MKII and myself in the Beast not far behind them on the M11. Ernie and Sam were already there, I think they were the first to arrive at the show; Ernie having trailed his MKIII up (doing his best not to knock up the miles!) ... see October Courier, P.39. Sam sadly still has a sick MKIV, but hopefully by the time you read this it will be back on the road. Trevor was also there, but without the Herald due to early hibernation. We have finally made our return visit to the Sussex Area and were made to feel very welcome. Dave and Lynn arrived early in their GT6, but John Ambler, Peter and Maria and myself drove over in convoy and were joined by Mark Sherwood

in Lindfield. Everyone had their hoods down (except me!). It made a beautiful sight of two 1500s and two MKIIIs, lights on, driving through the dark East Sussex countryside. Once settled in with Sussex Area, we were joined by Chris who had come over in his faithful Astra. Clive is hoping to organise a Bowls Night between Areas, possibly in March. Gatwick Area will have a team there if this happens.

Future Sunday lunches to come are: Brooklands, which is being looked into by Ernie and another in Guildford which is being looked into by Mark.

The Christmas meal this year is on **Sunday 15th December**, and again at the ever popular Rowfant House, where they do some superb food. The menu is available for viewing at any of our meetings or give me a call. A deposit of £5.00 is required by **2nd December** (our first meet in December). This will be a lunch and not a dinner as it follows our Sunday lunch themes. The day will start at 10.30 am with a photo opportunity of our cars in front of Rowfant House, complete with Triumph flag, so bring your pride and joy for a great opportunity to have Gatwick members and their cars grouped together in the grounds of Rowfant House. This will be followed by a Treasure Hunt at 11.00 am to build up your appetite. The Xmas lunch will start at 1.00 pm prompt.

Dave and Lynn have volunteered to do the Sunday lunch organising this month, they have chosen The Anchor in Barcombe, near Lewes on the **17th November**.

The meeting on the 7th October had a cheerful gathering of Gatwick members discussing a variety of topics; one being a possible future show in late May at the Lavender Line Steam Railway. Dave and Lynn are going to look into the possibility of this. Dave and Lynn also announced that they are going to sell their bike to raise funds for more modifications to the GT6.

We would like to extend a warm welcome to Julian Cox who has a Dolomite Sprint and a MkIV Spitfire. The Spitfire is in much need of work to get it back on the road, but the Sprint needs only a few repairs including some doors, so if anyone knows of any good ones, let me know and I'll pass it on. Hope to see you again Julian.

Events coming up:

Sunday 3rd November: London to Brighton Vintage Car Run There will be a group of us going along in our cars to watch them pass, we will meet up at Rowfant House at 8.30 am.

Sunday 3rd November: Ardingly Autojumble. Great little Autojumble. After the London to Brighton. **Monday 4th November:** AGM - get your views heard.

Sunday 17th November - Sunday lunch - 11.30 am meet at Rowfant House for a scenic convoy through East Sussex to Barcombe, near Lewes.

Saturday 9th/Sunday 10th November - The International Classic Motor Show, NEC Birmingham.

Next Gatwick Area meetings are:

4th November at 8.00 pm, this is also incorporating the AGM and

Sunday 17th November at 11.30 am at Rowfant House, Wallage Lane, off Turners Hill Road. See you there!

Tony

GLOUCESTER



The Gloucester area BBQ must surely be one of the not to miss venues in the TSSC calendar. I know were going to be biased but even allowing for the people who were unable to attend I'd say that fifty three meat munching revellers is an excellent turnout. A big welcome to Hanu our Triumph loving friend from Finland ... now that's a hell of a trip for a hotdog. Those of you that missed out, must by now have heard about it. There's only one course of action to take and that is to make sure next time you're included and our attendance can be even greater. A special thanks go to Ian and Jane for providing not only their home and garden but also the extensive range of catering, seating, heating, lighting and overhead shelter equipment to accommodate us all.

Thanks also to Shirley for her organisation of the food catering and finally thanks to all the other members for their help in providing the salads, side dishes and, of course, puddings. It was nice to see our Cornish visitors again and also Mike and Tracy Crewes (again). When are you guys moving to the Cotswolds then? Sunday when the BBQ campers were still snuggled up in their sleeping bags, Barry, Bob, and Hanu were all on their way to the Triumph World Picnic at Beale Park. Bob's feedback is that the Dolomite Club had as usual a big turnout and most other Triumphs were well represented too. Barry as usual managed to go all that way and end up chatting to a Club member from Gloucester. There must be an easier way Barry. Lo and behold there is and as the gentleman in question came to the meeting the next day we now welcome Malcolm Nicholls to the group (another 13/60 owner I believe).

Bob and Mike Carter attended the Mile of Triumphs although apparently it wasn't (a mile that is). They were camping over for the weekend spending the first night under canvass. The second night was somewhat more up-market due to Mikes latest acquisition, a new portafold caravan. Not New but newer I should say. All in all a very worthwhile trip. The Malvern motoring show was a great weekend. It was a total contrast from last year when we had to fight over places in Bev's portafold to get out of the rain. On Saturday we had twenty Club cars and a Volkswagen Beetle on the stand (a concession due to it being Gareth's mate Seb).

It was a little breezy especially for the traders in tornado alley between the sheds, having said that the sun shone and being able to sit around, chat and eat your sarnies in the sun was lovely. It was also nice to see new people that we've come into contact with out and about too. Sunday saw a slight drop in cars down to sixteen but all in all an excellent weekend event. Look out for something to do in the events list and well see you soon.

Andy

HANTS & BERKS . . . HERTS & BEDS

Events.

Sunday 3rd Oct. Avon Area stand at The Footman James autojumble, automart & restoration show. Royal Bath and West showground, Shepton Mallet.

Sat & Sun 9th & 10th Nov. The international Classic Motor Show at The NEC Birmingham.

Mon 18th Nov. Area meeting at The Kings head, Norton.

HANTS & BERKS

October was a very busy month. First off, congratulations to Sue and Bob, and baby Matthew Bartley born on Sunday 22nd September, weighing-in at 7lb 15oz. By my calculations they have 17 years to get a suitable Triumph back on the road.

Carl and Beckie successfully completed the Club Triumph Round Britain Reliability Run in their Dolomite Sprint - many congratulations (details follow my ramble). A few of us made it down to Fleet Services as they sped through, and I think Carl and Beckies' efforts might stir some enthusiasm amongst the Hants and Berks ranks to do it in 2004. Jason has plans for live camera feeds with on-screen driver caffeine/sugar telemetry along with MPG/MPH data...

David and Becky and family are off on their travels again. This time to Tampa, Florida. Many thanks to David over the last couple of years for writing the Area News. I think Keith and a few others are already planning theme parks, space centres, roller coasters, etc. to go visit while they're over there.

Any Hants and Surrey members who inadvertently slipped-in here to check for Hants and Surrey Area News will be shocked to hear that their local meeting might be moving venue. Mark and Shirley have plans to "Go West". No not the dodgy 1980s pop group, but Devon to be precise. Maybe Mark will plan a Devon Camping Weekend (I think everyone has given up hope of the Go-Karting Mark promised us over three years ago).

For this year's Christmas Meal we are going back to The Crooked Billet at Hook, as the food and beer is always excellent. Make a note in your diaries - **Thursday 19th December 2002** (Keith will be getting the first round of drinks in, as it's also his birthday that day.)

That's it for this month. The next Club night will be at The Crooked Billet, Hook on **Tuesday 5th November** (no we won't be letting off fireworks in the car park) from 8.00 pm onwards. For further details, please visit our website at www.tssc.org.uk/hantsandberks, or contact me on 01256 841505 / hantsandberks@tssc.org.uk

Craig

Round Britain Reliability Run Report from Carl and Beckie:

It's amazing how the prospect of a 2000 odd mile drive concentrates the mind on all those jobs you've been meaning to do (but never quite got round to). In typical fashion everything I needed to do (for my own piece of mind in some cases) took a lot longer and cost a lot more than planned. So much so that the car was only finished on the morning of the start with

the purchase of two new rear tyres. It was running pretty nicely by then though.

We had made provisional plans for driving/sleeping which seemed to work well and, by travelling in convoy with friends, were able to get plenty of sleep. How on earth do the people in the open, two-seaters cope? They have my admiration, especially Doug and Mary Crutchfield who kept the top down on their TR2 the whole way! Anyway, the Sprint performed brilliantly (I think it returned over 35 mpg on unleaded). Beckie hadn't driven it much until then but boy did she make up for it. I woke up at one point being thrown this way and that through some of the twisty bits. "Getting the hang of it dear? Oh yes!" (big grin). She really likes the overdrive. I explained that Spitfires have it too. Fingers crossed everyone, we may have another convert.

We were really chuffed that some of the Hants and Berks crowd turned out cheer us on at Fleet Services (although I suspect that Craig also relished the opportunity to buzz round the car park on his Go-Ped). Thanks guys.

I'm sure that we will enter again. The satisfaction and sense of achievement when crossing the finishing line are hard to beat. See you there in 2004?

Carl & Beckie

HERTS & BEDS

September's meeting was well attended I don't know if there were any new members or even how many members there were as I forgot the book. It was too dark to stand outside so I do not know what cars were there either. It was a good night and the twins were on top form especially the one about Andy Coles e-mail address. Matt called the meeting to order and we spoke about the show at Duxford and the trip to H.M.S Triumph (I will let you know how it went next month).

The weather at the show was totally different from last year (not a hint of rain all day), but true to his word Peter still wore his silage suit ... mind you I did not see him in it after 12.00 pm. There were over 200 cars. Piet jan van der Bas bought a Herald 13/60 all the way from Holland just for the show. A TR7 from Scotland and a guy from South Wales in a MkI GT6 with a nice set of Cosmic wheels, I did hear there were people from Belgium as well? There was a Spitfire in the same colours as a Spitfire aircraft. Even the wheels were painted red and blue which was owned by Reuben Chapman from Milton Keynes, who drove the car wearing pilot's head gear (nice one mate). I was speaking to Ashley Mills who goes to a lot of the Triumph events and he has been sending me reports via E-mail, which I will be including in some of the reports. We intend to have a fireworks display at Sam's on the **16th November** (phone Sam on 01582 882261 for more details). At November's meeting we intend to have an AGM so come along and tell us what you want from the Area. Congratulations to Gill and Paul on their expected delivery in March. Congratulations also go to Ashley Mills and Carl Tebbins on winning trophies on the

Mile of Triumphs. Here's Ashley's report

The Mile of Triumph's Weekend 21st/22nd September 2002 again had a large contingent from Herts and Beds. Ashley, Jannet, Kirsty and James in their White Herald 13/60 Convertible TGO406F arrived at 9.45am on Saturday morning and had soon emptied their car of tents and camping equipment. This year the cars were not parked in groups but in the order that they arrived, which could have possibly caused confusion for the voters and certainly made it harder for the committee to gather the results. Harry and Sue in their fully original unrestored 1500 Spitfire had a nightmare of a journey up from Kent, having left just after 7am and not arriving until after midday. The same nightmare of a journey was for Steve and Vicki in his Yellow 1500 Spitfire who arrived shortly before 1 pm. Harry and Steve left off steam regarding their appalling journey at the smash the crock stall. The sun shone all day and the results of the Peoples Choice Concours were announced at about 4.30 pm. Among the winners were two highly modified and customised GT6s, two beautifully restored Viteses, one customised gold paint job modified Herald 13/60 Convertible and one highly original Herald 13/60 Convertible of Ashley and Jannet Mills. In the evening the annual Teddy Bear auction went well with the children taking great delight in bidding for bears after parents had told them to stop. The final bear, a one-off hand-made Biggles was contested for fiercely and was eventually bought by a single bidder, Steve, from one of the Kent Areas. The dress-the-era-of-your-car was won by an Austin Powers and a Penelope look-alike. After leaving the disco various people partied until 3 am hats off to the group that left the remnants of a bottle of Jamesons Whisky and Archers on the top of a car for all to see in the morning that must have been a very good party. The Convoy assembled and was greeted by an Elvis Karaoke-King Motorbike Traffic Policeman who entertained the crowd with his superb singing. He advised the people taking part in the convoy that the vehicles at the front would be going at a fairly slow pace but those at the back could be going at a higher speed that might be higher than the speed restrictions in order to keep up but we were to keep together regardless. He also advised that we were to use ramming speed to deter other cars from pulling out into our convoy and totally disregarding traffic lights etc. At Great Yarmouth we assembled for the official measurement and I have been advised that we achieved half a mile, perhaps they should rename it Half a Mile of Triumphs. The 34 + mile convoy route from great Yarmouth took us to some great parts and fun was had by all. The Autogymkhana was good. Steve certainly showed them how to do the blind-





HERTS & BEDS Cont

fold driving using his skills and trust of his co-driver, picked up from the Isle of Wight with people requesting him to slow down.

Ashley

That's it for now **4th Monday** the Bull Inn Whitwell cheers

Les

ISLE OF WIGHT

Well there is good news and bad news, or good news and good news depending on your point of view! This will be the last Area News that I will be writing as AO, as we are moving to Lincolnshire in November ... hurra! I hear you cry! Seriously though, I have enjoyed being AO for the last seven years or so and will miss both the Island and the friends we have made over here, but needs must as they say.

Well what have we been up to, well quite a bit for this time of year. Firstly we have been to a couple of "Gambling Runs" organised by the IOW Triumph Club. These consist of meeting up on Brading downs at 7.00 pm, placing your pizza order with Angie, then a convoy to Rookley to collect the pizzas at 8.00 pm. For those of you not in the know, on a Wednesday evening until 8.00 pm there is a mobile pizza van parked in the lay-by as you come into Rookley from Blackwater. The pizzas are absolutely fantastic. The chap running it has taken a standard catering trailer and built his own brick oven in it, which he only heats with a wood fire, consequently the pizzas are cooked quite quickly and have a wonderful oven-fired taste. He goes to some of the shows on the Island in the summer, and I would recommend that you give him a try.

Anyway back to the plot, after consuming said pizzas we then convoy down to Shanklin front and park in the carpark next to the slot machine arcade. Many a good hour is then spent trying to win vast sums of money. OK the odd 2p or dodgy key ring from the machines in reality! Well the first run some weeks ago was a great success, however last night's did not go quite according to plan. Ellie had to do a night shift last night so was going to miss out on the gambling part of the evening. However when we arrived, only Angie was there in her Dolly Sprint. I thought that we were late and she was waiting for us, but no, we were early, which makes a change. We thought we were not going to make it at all, as Ellie was in the GT6 and I was in the Herald as she had to leave for work

HERTS & BEDS . . . ISLE OF WIGHT MID KENT

straight after the pizza. As we left the house I noticed that the headlights on the GT6 were not on, I signalled Ellie and went over to investigate. I thought it was dodgy electrical connections under the bonnet, but it would seem that the main lighting switch has now got a mind of it's own. With a little bit of jiggling about I got them to come on and we carried on to the rendezvous at the Downs. Just after we got there more cars started to arrive, and Chris and Lynn turned up in there very tidy red Spit 1500. However all was not well as the Kenlow fan was running-on for a long time and Chris was worried that the engine was rather hot.

After about five minutes of continuous running the fan cut out and I gingerly removed the radiator cap, the rad looked rather dry so proceeded to fill it with water from the large container I happened to have in the Herald! However as I put the water in there was various spurting and gurgling noises from the engine and most of it, now a nice rusty coffee colour erupted back out of the rad, it was one very hot engine. We managed to coax some more water in, now by the light of Peters torch, and tried running the car with the radiator cap off as we suspected an airlock somewhere. Well the radiator boiled over very quickly, so we turned the engine off and let it cool down again before adding more water. After much chat and squeezing of various heater hoses Peter came to the conclusion that the thermostat had failed and was stuck closed.

Fine we thought, we just have to take the housing off and remove it. The problem was that both the bolts looked very rusty and that one of them no longer had a hexagonal head but a square one! Well with perseverance by Peter and a gentle application of a hammer to his Snap-On spanner we managed to remove the housing. Sure enough the thermostat was stuck firmly shut. This was discarded and we used the last of the water to refill the engine block. Time was getting on, so we decided to leave the Spitfire there, have the pizzas and come back to it later, also this will have given it time to cool down. Chris came with me in the Herald and Lynn went with Angie in her Sprint. As usual the pizzas were on top form, and the owner even managed to refill the water bottle for us. After the pizzas we went on to Shanklin and into the arcade. I did not stay long as I had to get back home for 9.30 pm. Hopefully Chris and Lynn managed to get back to Seaview without too much problems. However, it looks like the Spitfire is going to need some remedial work in the cooling department before it comes out again.

Two weeks ago we went on a run, again starting on the Downs and after a nice long convoy we stopped at the viewpoint carpark above Blackgang Chine for an ice-cream; then the second part of the convoy along the military road, through Freshwater and then back along the middle road to arrive at Calbourne Water Mill at about 2.00 pm. There were already a few cars there from some of the other classic car clubs on the Island; all in all there were in excess of 20 cars ranging from a Vauxhall Cresta, to a TVR with plenty of Triumphs the odd Ford and Jag, and a few

Mg's. We were lucky that it was a really sunny day, and the view along the military road was stunning, looking from the viewpoint carpark, past Tennyson Downs and the Dorset coast in the far distance. First stop at Calborne was the cafe to have sandwiches and a cream tea, then we looked round the mill and other exhibits, they were actually milling flour that day, as the mill is still a working mill. It was fascinating watching the old machinery at work, all powered by the giant water wheel fed from the pond. Again it was a great day out, and our thanks go out to the IOW Triumph 2000 Register for organising it for us.

As I am leaving and it looks like that Nigel Hill will be taking over as AO, I am trying to write up a guide to organising the camping weekend, this is taking a while to do, but I will have it done before we leave. However, what I was unaware of was the fact that the campsite has changed hands. Ellie and I went down to the site last weekend to meet the new owners, introduce ourselves and to see if there was still the possibility of using the site in the future. I am pleased to report that the new owners seem quite happy to accommodate us, and the good thing is, that at long last there will be real ale available and even better there will be food available as well including breakfast. So Ellie and I are really looking forward to next year's camping weekend, it promises to be a good one, and it will be nice to be on the other side of the fence and to be able to enjoy the weekend instead of running round like a headless chicken wondering what I should be doing next.

Anyway that's it for my last report, good luck Nigel, I am sure you will enjoy running the Area and I hope everyone gives him help, support and encouragement.

Garth

MID KENT

"Hi all and Happy November! Muchos apologies for the lack of newsletter last month. The month between newsletters seems like a week, it flies by that quickly! I know, there's no excuse.

So what have we been up to then?? Ian and Sarah's wedding back in July was a wonderful day. Jon and Vicky played chauffeur to Sarah, who looked stunning, and Ian looked very dashing. It was a beautiful day and we all wish them every happiness as Mr and Mrs Sutton. On the note of weddings, Colin and I got engaged back in August, in Dublin, which we thought was common news by now, but apparently not!! So now you know!!

The hot date for next year is 26th July. We had a PlayStation night at ours back in September. Colin acquired a digital projector from work and we had Gran Turismo at 6 foot by 4 foot on the lounge wall ... impressive indeed. Jamie came with a mission ... not to beat everyone, but to eat me out of house and home ... nice job he did, too!!!! Pizza did very little for his dinosaur flying skills, though! A little maniacal driving and snow-boarding was had by most, and many beers and Pringles later we had Playstation thumbs! Well worth it.

WEST KENT . . . LANCASHIRE

Some of us had a trip to Duxford in the sunshine, namely Colin, Jon, Ian and Sarah, and Kev and his son. Kev had his first trip up in a plane, and there were lots of cars to look around for those who stayed on the ground. A lack of traders and autojumble was noticeable, but a good day out was had. I didn't make it, as I was busy driving large vehicles around Manston Airport for charity. I got control of a few vehicles including a double decker bus, an ambulance and an 18-wheeler truck. No write offs and all wheels on the ground!! Excellent fun!

A BIG HAPPY BIRTHDAY this month to Colin, on the 4th, and both Kevin and Adrian on the 7th. Beers on you old guys then, I guess!! Hah!! Belated Birthday to Sian Fox for September 28th ... a good party that sounded like too!! Jelly, ice cream, hot-dogs and burgers ... ahh to be a little 'un again!!

The Christmas meal this year will be on the weekend of the **6/7th December**, and back to the favourite Mexican if everyone's happy with that? We'll have a definite date for the November meeting. We should have had Jamie's Fireworks and Bonfire Bonanza on **2nd November**, by the time this comes out, so a write up next month. That's all for now folks ... See you next month,

Carol

WEST KENT

Following last months report John, Del and Ian spent a strenuous three hours and more aligning Henrys bonnet and at the end of it he looked really good. I am, however, sorry to say that three days later, the trunion parted company with the offside vertical link and now the bonnet needs adjusting again, but not very much by the look of it. I'm used to Henry doing silly things but this time it was embarrassing because I was giving somebody a lift and he had to get out and catch the bus. I have since seen him out with his dog and he bears me no ill-will, thank goodness. And the dogs owner is OK too.

It looks as though I may soon get a better bulkhead than the one on Henry, so I could be asking the boys for some more help to spray it and swap it over. Problem is that the boys are all getting smacked hands and orders to finish their own jobs too. Life with a Triumph is never dull.

Now onto more interesting things Christmas Dinner. I have made a booking for **Tuesday, 17th December** at the White Rock, Underiver, where we went last year and have quite a few confirmations. If there is anybody I have forgotten who would like to come perhaps they could let me know as soon as possible on **01 959 562 829**. I would also like a deposit of 10 per person as soon as possible, cheques made out to The White Rock please. As soon as I receive the menu I will let you all know what goodies are in store for us.

Rays Courier van is now safely at H.Q. in Market Harborough. John Muggleton collected it and said the Club has plans to have the signwriting re-written to show the appropriate Club logo for the year, 1963, and then take the van to shows as an advert for the Club and also to carry

small items of equipment.
See you all in **November**.

Mary

Hope you've all enjoyed this spell of dry weather. The Vitesse has been out just about every day around the South-East. And ventured to Duxford, an excellent show again. Getting it out of the garage made room for work on the Spit to proceed. It's at times like this that you find out just how bad so called Heritage panels are. During the rebuild I measured the Spit chassis and it is accurate to within 1mm or so. But the heritage bonnet that gives a gap of 8mm with the left door and about 20mm with the right has serious problems. It turned out to be the fit of the inner tubular frame which is just lousy. The right hand frame bracket nearest the hinge had to be moved about 25mm, and the next one about 20mm to get something like a good fit, and it still needs fettling. YOU HAVE BEEN WARNED.

The V8 Vitesse is on hold at the moment as there is the prospect of it getting a Stag engine instead of the Rover. But the body bits I bought for it are all good. It was cheaper and easier to abandon the original body and scout around for better bits. The new bulkhead is near perfect, and the rear tub only needs a couple of small, non-structural patches. Should keep me busy for the winter.

Del

Harrys turn now and his apologies for the length of his report in advance. He's becoming a real party animal.

September was another very busy month and the weather was kind to us throughout. Ashley Mills (Herts and Beds) secured complementary tickets for the Goodwood Revival. (Where were ours then Del?). We were treated to a VIP drive around the circuit, enjoyed some particularly good motor racing in which only cars pre 1966 were eligible. This was enhanced by the 2nd World War air show with commentary from Raymond Baxter.

The following weekend Ashley, Jannet, Kirsty, James, Steve, Sue and I went to the Gloucester Area party held on the grounds of Ian and Janes attractive cottage.

The party began at 6 pm with Ian cooking superb food on the BBQ and was complemented by a selection of pastries and sweets. The drink flowed all evening, eventually the party ended at 3 am.

For those who stayed the night they were greeted in the morning with Ian providing breakfast in abundance. Unfortunately, for some bizarre reason I wasn't feeling very hungry, luckily ten bellies Mills was on hand to mop up!! (You can read Ashley's Full report on the Mile of Triumphs event in Herts & Beds area news, as he sent identical reports to three areas, and I think we only need to read it once, Bernard, ED).

Finally Duxford, and another great day. People started arriving at approximately 9.30 am and most travelled there with the hood up. The sun soon broke through and cleared the mist. An American 1940's P47 Thunderbolt fighter plane doing scary acrobatics overhead, together with a Grumman with English markings entertained us. The turnout of Triumphs was fantastic, as was the quality. It was great to meet so many enthusiasts all with the



same love of our marque. For those who stayed to the end, at 6 pm we took our cars to the edge of the runway and were treated to a fantastic display of aircraft that were returning to Duxford from an air display elsewhere. The formation consisted of a Mk8 Spitfire, Tomahawk, P51 Mustang and a Corsair that flew in a close formation doing several fly-bys in formation at less than 50 feet from the deck and as they pulled up doing two victory rolls before landing. All in all the Herts and Beds Area did everybody proud with a great event. So much to see and do, so little time to do it in. Perhaps this should become a two-day event.

Sadly, the season is all but over, so many new friends were made and parties enjoyed. May 2003 cant come soon enough, but until then I shall busy myself with my Spitfire IV restoration. So Angela McGowan save my place.

Harry

Finally, probably the last dates for the year - 27th October Restoration Show at Stoneleigh (which is said to include the Triumph Show and Spares Day moved from Sandown Park to Ascot and then cancelled), and **9/10th November** International Classic Car Show at the NEC.

I think that West Kent has now taken over from Devon as the Area with most to say. Bet it doesn't last! Best wishes,

Del

LANCASHIRE

The turnout for our September meeting was brilliant considering the time of year, thanks to you lot not being soft and venturing out WITH your Triumphs, Porsche 356 Speedster and Toledo on an Autumns night. And we still had to try and coax you into the pub too. Thanks also to the support of other car clubs, Morris Minor club members in attendance. Dave from LVC made a brief appearance and Jeff and Jill and other Club Triumph members as well. Also John and Julie from the TVR Club although we all know your heart lies with your friends from the TSSC.

Jill was asking people to sponsor Martin Randle and co-drivers, Ian Armitage being one of them, in their venture around Britain in the Club Triumphs 2000 mile Round Britain Reliability Run. A team of five, Martin, Ian, Andy, Matt and Kev, in Martins TR7 and Vitesse Mkl 1600, and all for a good cause, Multiple Sclerosis and in 48 hours too. Having spoke to Ian the afternoon they arrived back up North, it seems to have been an adventure that he'll dine out on for a few months.

So perhaps Ian might be a good talking partner to sit with at the Christmas Meal this year the first one he's been to in three



● LANCASHIRE Cont

years, due to his workload.
Not that hes short of friends though ...



Martin Randle and four co-drivers started off on the Friday evening from The Plough Hotel, South Mimms Services, heading north to John O'Groats with various check points on the way, Blythe Services, Edinburgh Airport, Perth, Carlisle being just a few of them. Joined the M6, M56 and M53, down through Wales and towards Lands End and then along the bottom of the country and eventually back to The Plough Hotel again.

The Vitesse wasn't hindered even after a valve spring in the No. 2 cylinder had broke. To keep it running they took out the inlet and exhaust push rods and spark plug which kept it running on five cylinders which it did for the last 250 miles of the run. After completing the whole 2000 miles and arriving safely at the final check point, the hotel where the team were staying on the Sunday night was a 15 mile drive away, the Vitesse finally gave way one mile from the hotel and had to be towed home on a transporter.

On the way back home on the Monday, the TR7 with Ian and Kev, got as far as Daventry and a rumble in the back axle and final clunk meant that they too had to call the AA for a transporter home. Problem being either a wheel bearing or the diff. Ironically at Keele Services, the TR7 caught up with the Vitesse, both on transporters and both with RELIABILITY RUN stickers plastered all over them, convoying back up North. But WELL DONE to the Club Triumph team and please everybody pay your sponsor dues to Jill asap or Karen at the next meeting.

The next two and a half months left this year are pretty busy considering it's coming into the Autumn/Winter months. We have the Blackpool Illuminations trip on Tuesday 15th October, with bus provided by Dave at LVC. So, hopefully, reports in the next newsletter let's hope it's a good turnout as our very own Northern Lights appear just once a year.

We will have full details of the **November 5th Bonfire** that Shaun and Iain are organising for us at October's meeting no doubt we will meet at The Phantom Winger and

LANCASHIRE . . . LEICESTER & RUTLAND LINCOLNSHIRE

convoy to Wyevalle or we can provide you with a map so you can make your own way there once again your support would be greatly appreciated, as we wouldn't be a Club if it wasn't for your continual support to all the events organised.

At November's meeting we have the Scalextric night at The Plough at Eaves I fully advise getting there early and sampling the food they have on offer. If you require directions to The Plough, we can supply you with a map or meet you at The Phantom Winger and direct you in. As discussed at August's meeting we seem to have a majority vote about moving the TSSC monthly meetings to The Plough but final vote will take place at our Christmas meal, again at The Plough on **Tuesday 17th December!**

Last but not least a new Triumph could be in our midst at the next meeting Geordies Herald after 9 months is finally on the road with 12 months MOT. He spent a full day fitting the sunroof and sorting out the steering rack gaiters and freeing off the seized brakes and then took it down for its ticket and it passed. Whoopee!!! All that needs to be done now is fit the new carpets and then he thinks that's it. Apart from one of the wheel bearings is rumbling. His wife, Sam, keeps telling him to get rid of it and buy a TR7 perhaps another Round Britain car in the making?

Any comments or queries please do not hesitate to contact either of us. HAPPY & SAFE MOTORING

Ray and Karen

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● LEICESTER & RUTLAND

Welcome to another month, with shorter evenings of daylight. No more posing in the pub car park with the beloved Triumph whilst drinkers in the garden ogle with envy. It's out with the oil and up on the bricks time of year ... (Sorry, silly me, drifted into my MGB owning days). I was forgetting that we hardy, slightly mad, Triumph owners use our cars all year around, come flood, frost or snow. To readers under 40, snow is that white stuff you see on old photographs of cars in the 60s and 70s. Why in my youth you could dig your car out of a snowdrift and still find a Midland Red bus, full of passengers, underneath. It was that deep ... Why am I rambling on you ask, as I only have 500 words allotted per monthly article. It's AGM time soon and the swearing in of a new AO. I have already indicated that I may not seek re-election. After all the AO must be a pillar of society and of sound mind, so that lets me out. Mind you, how come I was elected in the first place! Oh, I remember, I went to an AGM, sat at the back, and put up my hand to ask a question.

Newsflash "Dave Austin ousted as Slot Car champion" at recent night of racing, mayhem, and carnage on the racetrack at Loughborough. How come? You ask. Gladly for the rest of us amateurs and no hoppers, he was unable to attend. Dave, come back, I never meant what I said in last month's article. So who would win in his absence? Could it be me, or Mike,

Graham, Mick or Stan etc.? Too many to choose from although Mike and Graham looked confident of winning. After 13 action, incident packed races it came down to the wire. We had an equal last, an equal 3rd, Sheila and Graham, and an equal 1st me and Mike. Even the race official commented that there had been some excellent racing and only one car cleared the track, roadside barriers and all. Fortunately, I had already driven that car as for the rest of the night it did not like going around corners and boy, oh boy are there lots of those. We will be back there early next year so if you want an enjoyable, safe, free evening come and join us. Congrats to Mike for winning the Trophy. I only had the one so instead of half each, can I have it for the first six months! By the time this article is printed, we will have been on our pilgrimage to HQ at Lubenham. I apologise in advance for any member who leaves grubby prints on the gleaming paintwork or presses a button in error or knocks over a display, but it is a real opportunity to see what makes this great Club of ours tick, from those that know (report next month).

Skittles Night is **November 12th** at The White Swan, Swan Street, Sileby for 7.30 pm. Excellent venue, superb food and an AGM all for the price of a gallon of 4 star petrol. If interested please contact on my mobile as I need numbers. Mobile is 07774276564. If we can get 20 members we can also hold our Xmas dinner there, so let me know what you think. As it's a middle of the month meeting we are not, I repeat, not holding our other meetings at East Langton or Swithland in **November**. And finally, before the ink cartridge runs out, congrats to Graham Nobbs, AO of Northants for winning Spitfire award at the M O T. Our own Sheila came second, to keep up her record of winning an award at every M O T show. We are told that she counted 140 cars in the convoy, were given instructions before they started such as: Ignore the trafficlights, speed cameras and cars trying to come out of sideroads. Still nothing new there to a Triumph driver!

● LINCOLNSHIRE

Oooooops, missed last month ... The September meeting at The Cider Centre went down so well (like the cider!) that Octobers meeting was held there as well, still, you had to be at the first meeting to know about the second?!? See, I've been saying for months now that we need someone else to take over the meetings.

A warm welcome to Mike and Sheryl Rantell (GT6 III) and Kevin Shepherdson and partner (also GT6 III), some interesting stories and another six pot Spitfire in the Area, hope to see you again. Also hi to Dick Weller whose absence had certainly been noted and Pat and Mick Linehan (2 Litre Vitesse) who I honestly didn't recognise at first as I reckon we've not seen them since about 1997!! Congratulations to GT Reeks who turned up on the wrong night, missed the actual night and misinformed others along the way ... READ YOUR MAG!!!!

The Triumph 2000 Mk1 purchased jointly

MANCHESTER . . . NEWBURY NORFOLK

by myself, Berkeley, Sarah and Dave is now up for sale, any offers gratefully? We know it's reliable 'cos we've just completed the Club Triumph Round Britain Run in it, 2000 miles in 48 hours. It had an oil change on its journey as well as a propshaft UJ replaced ... there's a story behind that, ask any one of us! Sarah provided much of the in car entertainment with a tour of rural and lesser known minimarkets ... gripping stuff.

Meanwhile I ate pies.
Next meeting is on **26th November**, 8.30 pm at the Turnor Arms in Wragby. It is situated on the A158 in the middle of the village, can't miss it!

This will be the penultimate meeting I arrange so please turn up with some ideas for venues for next year, even better offer to arrange just one yourself?

See you at Wragby or just around

Nick

● MANCHESTER

Hi everyone, our Sunday new members meeting at the Rope & Anchor was both interesting and busy with twenty members present. The weather was kind and most of us had lunch outside in the sunshine. I say most of us, one member had lunch inside on her own due to her fear of wasps. Manchester members are quite used to having to resort to diving under tables so they don't get covered in food or drink or anything else she may have in her hand when a wasp decides to have the cheek to land within six feet of her. We would like to welcome four new members: Ian and Tracey, and Bill and Avis. I hope you enjoyed it and more important we hope to see you again soon.

We are planning a few Sunday meetings both in north Manchester at the White Hart in Middleton and at our usual venue the Rope and Anchor so members, old and new that can't make the regular Tuesday meetings have a chance to attend and feel involved. Dates will appear in the next issue of The Courier. I would like to say thank you to the couple who presented me with a gift that has pride of place on my bed side cabinet (a 21inch blow-up phallic symbol). Oh well, one can always lie back and dream.

The Ribble Valley Rally took place on the 22nd September fourteen members all in their Triumphs arrived around lunch time for the start of the run through Chipping, Dunsop Bridge, Newton and back through the rugged and beautiful Trough of Bowland. The weather was dry but quite cold for those of us that went topless, but was certainly beneficial to Dave as it helped to clear his hangover.

We had our finger buffet in the garden under the gazebo there was plenty of food and drink and I would like to say thanks to Laraine for rising at 6.00 on Sunday morning to help me with the pastry making and the cooking lessons (cooking is not my forte) it was much appreciated. The feeling I got was everybody enjoyed themselves even the fish in the pond had a party due to Rachael, Sam and Jamie feeding them crackers and bread sticks. Seriously though it was a great feeling seeing all the Triumphs parked in the courtyard. Even one or two members of the public decided to come in and have a look around.

The next run will be to the International

Classic motor show at the N.E.C Birmingham on **Sunday 10th November**. If you are interested in any of the activities that are mentioned in the Manchester Area news just give us a ring.

Our regular Tuesday meeting was well attended by 16 members it was good to see Dave and Linda again and I was chuffed to bits to see some of the older members return to the fold (older as in membership I mean) - good to see you Andrew. Thanks to all the members who contributed raffle prizes it was much appreciated I realise with out your involvement and commitment my job would be a lot harder. A great many ideas were discussed including the Tool Pool, thanks Paula for your contribution, I will be contacting the TSSC for more information.

We also discussed our Xmas celebrations which will be at Belle Vue Dog Stadium on **Saturday December 21st**

Frank is busy at the moment trying to organise bookings, menus, and the odd winner!!! (don't forget to bring your dosh to the next meeting).

Dates for the extra Sunday meetings and possibly a winter run through the Goyt Valley will appear as soon as we have confirmed dates with you at the next Area meeting. Also on the agenda will be the annual Area Organisers election (phone votes are acceptable as is cash for questions. The next meeting is on **Tuesday 5th November**.

And finally CONGRATULATIONS to Colin who will have celebrated his 60th birthday (They say the old ones are the best.)

See you soon

Dip & Frank

● NEWBURY

Hi folks what warm weather we have had over September and most of October, it helped at all these classic events. Colin and Sandy also had a superbly sunny holiday in Cornwall in September.

Can't be bad.

The Triumph World Picnic was very enjoyable and thanks to all those who came and put their cars on the stand. We even had a couple from Newcastle - now that's what you call dedication! On the way to the event Mary and I could see a couple of Triumphs in the distance and when we caught up it was great to find it was Dennis and Sean. So as always Newbury turned up in style. Mark and Jackie had their first experience of a Triumph Classic car event in their very smart Spitfire and like the rest of us bought some useful items. Nigel has sorted his GT6 and as a result was also so there. Andy W as usual wound up the commentator on the merits of having a plastic friend, in other words owning a Bond. We had tremendous interest in all of our cars and we have (hopefully) recruited several new members judging by the number of application forms we handed out. This could be the last Picnic held at Beale Park and we hope that if it does move to a new location that the local Area there will continue what we have started and put on a Club stand.

We went to Malvern and saw the usual bargain hunters - Andy and Cath, Barry, also Bill and Karen were there trading. Several of the normal suspects were miss-

ing as they were on the Round Britain Run, some in an Acclaim, which I believe got home first! Well done Rob.

Just a round up to the Area - Ash has now found himself a 2 Litre Vitesse Convertible. Sean has his Vitesse back on the road after a short break. Also Sandy and Colin's Vitesse is going well. So it looks like six cylinders are become very popular in this area at the moment.

At our first meeting in October Mark put us all to shame by being the only person to turn up in a Club car, which is unusual for the Newbury Area. So I guess we all need to do better, including me. I think for most of us the dreaded word "Work" had something to do with the lack of Triumphs than any other cause. The boot of Geoff's car looked a bit low as he had just returned from Paul's after topping up with spares for the winter projects. We had a good evening and I don't believe we talked that much about cars, honest!

I guess it is about time to get our Triumphs ready for the winter so don't forget that anti-freeze and check that the heater is still working after all that nice warm weather.

Sunday Lunch - Don't forget this is on **November 3rd**. Yes, I have been forced into finding another pub for our mystery run. So as I have had to put some much hard work in to this one please do not miss it! We will meet in Kingsclere Business park (off the roundabout on the edge of the village) at 10.45 a.m.

Christmas Dinner - This is on the date of our normal meeting - **11th December**. You should have told us you were coming by now and paid your £5 deposit. **November 13th** is absolutely the deadline! This will also be the Area AGM, where we look back at the last year and forward to the next.

Advance warning: We will not be having a meet on **Wednesday 25th December** - I wonder why!!!!

Next meetings: **Wednesday 13th November & Wednesday 27th November** at the Spotted Dog, Cold Ash. See you all at the next meeting. Keep 'em flying.

Dave and Mary R.

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

● NORFOLK

Well, that is it over for another year and from the comments we have received the M.O.T was once more a successful weekend event. The weather was again kind to us, with the exception of a couple of short showers on Sunday morning it was sunshine both days. The standard of cars was very high this year, which made judging difficult, and we had a much better selec-



NORFOLK Cont

tion of non-Triumph classic cars turn up which added to the interest. For the first time we had a number of classic motorbikes join us for the weekend so thanks to the Norfolk Triumph Motor Bike Club. They enjoyed themselves and have promised to be back again next year in greater numbers.

We tried one or two different ideas, one appears to have worked very well, the other one however will have to be revised to try and make the voting easier. This year we achieved a full half mile which is the best so far, we will, however, need much more support from the Areas who have not attended over the years if we are ever going to cover a mile. Strangely enough we think that a number of people from the Essex club turned up on the Sunday afternoon in an American car and a couple of hot rods. However, they left after a short time without introducing themselves to any of the organisers. We hope they do not judge the show based on that visit as we were already starting to dismantle the site and people were leaving for the trip home.

The Teddy Bear Auction was again one of the highlights of the weekend and our thanks to Julie James who once again made the outfits for the bears. The biggest bear of the night was Biggles Bear who was bought by Steve Armstrong from the Kent Area for the grand total of £105, well done Steve. Once more the Derwent Valley Club and Dominic Horner's group were well into the bidding, along with one or two regular enthusiastic bidders, and the children's auction also went well. A total of £469 was raised so well done all who took part. We also had a surprise visit from Donald Duck (alias Steve Whittle) who took me to task for being unkind to ducks, he made such a good Donald he may have the job for life. There was also a real-life Teddy who gate-crashed the party and gave the youngsters a treat; I think the bear's name may have been Kirsty???

Liz Woolger and Tim James won the 'dress in the era of your car', congratulations to you both.

The results of the Public choice concours were as follows, runners up first: Dolomite/Toledo: Steve Brazier LME 216P; Mike Allen JFX600N Triumph 2000/2500; Roger Fisher NCY 520M; Malcolm Hadley POR 681S GT6; Matthew Stone GRE 57K; Andy Greenwood ACG 819C TR; Geoff Bowles FUV 285C; Stuart Hubbard YTF 532D Stag: Left before end; Steve Sadd OBB 3L Spitfire; Sheila Hanes BFP 700T; Graham Nobbs ACF258T Vitesse; Carl Tebbis VKX 440J; Ian Mercer XHW 433H Herald; Ashley Mills TGO 406F; Darren Horn FUV 777V Other Triumph; Bart Keane OKP 829; Standard Vanguard

NORFOLK . . . NORTH EAST NORTHANTS

Arthur Peacock MXF 550 - Triumph Renown Limo Other Classics - Pre 1947: only one entrant, Nigel Stennet-Cox UB 4593, Ford Model A 1930 1948-1960: Bart Keane SPP 904 Ford Prefect 1960: Bart Keane OSU 453 Ford Prefect 1949 1961-1975: Bart Keane PMB 296B 1964 Daimler; Philip Ringwood WVG 487B 1964 Cobra Motor Bikes: Johnny Walker 2912WW BSA Super Rocket; Sally Watts R593 LUT Triumph Thunderbird Sports with Watsonia Oxford side-car

Car of Show, sponsored by Ian Comer, Solicitors - Bart Keane OKP 829 Standard Vanguard.

It would appear, at the moment, that when all expenses are finalised, a donation for £3,000.00 will be given to East Anglia's Children's Hospices.

Finally, thanks to HQ for all their help and support, to all our sponsors, Club members who helped in any way and the Venture Scouts, without whose help we could not run the show. A special thanks to all of you who attended the event and made it all worthwhile.

Any enquiries regarding events during the month of November, please contact Dave James direct.

Joe & Sue

NORTH EAST

Hi all, What a busy meeting when I arrived. By the time I left we'd had 22 or so people and a good selection of Club cars, though not mine seeing as it's taking an age to replace the leaky wheel cylinder. But it'll be back for the birthday run, still it's better than Steve Overall who has had his cylinder head crack and become scrap.

Continuing on the breakdown front, Gavin has had a rear wheel bearing fail and also the trunnion bush was put together by the previous owner without the metal insert so consequently it's a bit worn. We welcomed Ian Longmire to his first meeting, Ian came up from Hartlepool via the scenic route (he got lost) with some on route repairs to throttle linkages. He's had the car four months and been recovered twice, once after snapping three wheel studs on the same wheel (CHANGE YOURS NOW!), but it's getting better.

Dave Curtis arrived in his now finished Herald with girlfriend Laura having done 700 miles in three weeks and thoroughly enjoying the car. Being a young lad the first thing he showed us was the flash CD player. Good looking car and credit to you and you Dad for your efforts.

Don't think we needed to know about the hump in the back seat though (apparently due to the rollbar!)

Derek and Lillian's Vitesse has had its electric problems resolved with a new fuse-box, but is now awaiting the fitting of a new fuel tank. Ken and Sandra went and did the M.O.T. and had a great weekend, they deserve an award for the number of events they've got in this year. Brian and Pat came to check us out and are on the look out for a MKIV/1500 Spitfire (with O/D) and have around £1600 to spend if you have a car to go. We'll have had the birthday run/meet by the time you read this so hope it's gone well.

There have been requests for occasional

meetings further south in the Area, that's okay but we need to know where at least three months in advance so that everyone else can be made aware or we have it on a different day. There was a suggestion that it be done in conjunction with a run or Sunday dinner, again we need a venue and route. I don't know the Area so suggestions/volunteers are welcomed.

Le Mans 2003 is the weekend of 14th - 15th June. Bill Meson is going to collate some information, but basically it's the prior Thursday to the Monday for the whole trip, cost likely to be around £400-450 for a car with two people. Circuit entry is paid up front (£40ish each) so you would need to be prepared to pay Bill that for him to book for you and go with a gang of us. Current interest is around 20 with 10 cars going, think hard and don't dither as bookings need to be made around Christmas to ensure ferry and campsite spaces. All for now, happy motoring.

Mark

P.S. Were the bearing and trunnion worn on your side of the car Gavin? Meetings Sunday Nov 3rd, Dec 1st, Jan 4th Travellers Rest Witton Gilbert at 8:30 pm.

NORTHANTS

Well the season is drawing to a close and the nights are drawing in. But not in Northants! We don't hibernate over the winter, so keep a look-out for our forthcoming activities. For those of you who haven't been to a meeting for a while, we are not having a Xmas party this year. We have decided that we would have our celebrations in the new year 25th Jan to be precise, and will take the form of an evening of Greek food and entertainment at a restaurant in Bedford. We have been there before and had a great time, so if you want some tickets get in touch as numbers are limited. We are also planning two minibuses to take people to and from the event, in order that all can have a few drinks. One will leave from Northampton area, the other from Kettering way.

Also looming up is the National Restoration show at Stoneleigh. We will be having a convoy to this event on the 27th October, anyone who is interested in tagging along is welcome. In November we have the Classic Car Show at the NEC Birmingham, again a contingent will be attending, so get in touch. Two new members to welcome this month: Welcome to Lloyd and Richard, hope you are able to become regular faces in our Area.

What have we been up to too then? well Helen and I held a barbecue at our house in late September. It was great to see so many of our members attending, and we will be sure to be repeating the event next year. The next day, several members (not including Helen and myself, as we had to clear the debris) went to Duxford, which I understand had uncharacteristically good weather! Typical as we weren't there!! A separate report is to follow from a member who attended.

"It was Sunday morning the sun was shining and the sky was blue. With a bucket of soapy water the first job was to get the Herald fit for Duxford. With the car clean and shiny we set off down the A14 with

OXFORD . . . PETERBOROUGH SCOTLAND CENTRAL WEST

Gay and Norman's Stag in the rear view mirror. Before long we arrived to park-up at the end of the line of Heralds. All the cars looked fantastic on the perfectly manicured grass of Duxford. We strolled down the line admiring all the cars. It was nice to see the Pre 1940s Triumphs. Then we spotted Alex and Cristian's shiny Red Vitesse, and Colin's super white Spitfire. With our tummies rumbling we set off for some lunch and then to watch the aerobatic displays. The rest of the day we spent looking at planes and cars, cars and planes. Our last stop was at the Cafe with Nigel and Tracey for a cup of tea before heading home. Our thanks to Herts & Beds Area for a great day out!!

Adam & Karen

The Mile Of Triumphs was well attended, with a few of us travelling up to Norfolk on the Friday afternoon. After setting-up our camp and digging in to a hearty meal (chicken and ham pie with TSSC embossed in the pastry) generously cooked and donated by Jonathan (we aren't really sure if Elaine had any part in the making), we toddled off to the club house for a few beers and a couple of games of pool. This was followed by our traditional get-together back at the gazebo for a few bevs and a laugh afterwards. Next morning we were up bright and early, well early anyway, and off to the town to replenish supplies and to wash the cars. Sad G**s I hear you say, but we were displaying some of our cars in the Member's Choice Concours, and we did want them to look their best! A beautiful day enhanced an excellent day's proceedings, with some unusual sideshows. That night we attended the Clubhouse again, taking part in the Teddy Bear Auction. Mark (swampy) was successful in obtaining a new friend to take to bed with him, (Ok Ok, it was a teddy and it was the cuddly toy type!), and a good time was had by all. Sunday brought some rain, although patchy and light, but that didn't deter us from joining the convoy to Yarmouth to measure the mile. A fantastic sight seeing so many Triumphs in a Police escorted endless stream! Brilliant! take a look at the Norfolk Area's report on the TSSC website! Fish and chips at Harry Ramsdens, and then it was back to camp to pack up and go home. Congratulations and thanks to Norfolk Area, who once again put on a first class event, and raised a good deal of money for charity!

That's it for this month, other than to wish Jayne and Chris best wishes for their new arrival, due any time now. See you all at the next meeting, The Bell Inn Finedon, 2nd Wednesday of the month.

Graham

OXFORD

Hi everyone, Sorry again for the lack of Area news for the past two months but with Cathy up to her eyes in wedding plans and me working all hours it has been overlooked, sorry. Well now what have we been up to then.

WAC was good as usual although quieter than usual, then The Triumph World Picnic again a good day and weather to match. Malvern next and again great weather so

top down again, god life is good when you have a rag top.

Now I have become a traitor, yes I have bought an MGB arrggg!!!!!! I hear you cry fear not dear reader it's only temporary insanity, IT'S FOR SALE!!!! I swapped it for my 4X4, it's a mint 64 roadster about £8 grand's worth so if anyone wants it let me know. Well that's about it for this time the next thing to sort is the Xmas nosh I's pose anyone wanna be AO then next year??? cheers me dears

Andy & Cathy

PETERBOROUGH

A fairly poor turnout this month - was this due to the Poor weather, or just that this was the AGM? As it happens both Doug and I were happy to stand as joint AOs for a further year - a motion that was passed by a huge majority.

With the official business out of the way attention was turned swiftly to more pressing affairs - The Christmas Dinner! After considerable debate we decided that this should remain in December. The debate had centered around a possible postponement to January when the diaries are that much clearer. However Santa won the day and so December 9th is the date to put in your diaries. We'll be taking deposits of a fiver a head next month. If you can't get along to the November meet but would like to join us for the meal please, please give either Doug or I a call to confirm your places.

Premature talk of Christmas was then tempered by the tales of our late summer trip to the Duxford meet at the end of September. Both Doug and I missed this one but from all accounts Colin once again stole the headline: 'Spitfire Limp & into Duxford' - very 'apt eh?

Colin, who has had the most appalling luck with his club car this year, and featured in almost every monthly report. This time managed to fracture his fuel pipe on the M11 just short of Duxford. Fred following behind was sprayed with 'black rain' as the leaking fuel dissolved the Spitfires underseal and Colin was, to say the least, relieved to limp off the motorway and exit the vehicle with some haste!

As we commented, this was at least the right place to be to get an immediate replacement fuel pipe and by all accounts the rest of the day was very enjoyable, with beautiful weather all day long.

Talk at the last meeting about Peterborough Area holding its own event next year was further discussed following Doug's trip to a fairly low-key TR Register Event in Exton near Oakham. The thought was that we might be able to join forces and co-host something. More on this one as we get into the new year I suspect.

Well due to the late meeting this month I'm rushing to hit the deadline with this report so I'll sign off now and hope to see you all at the Bertie Arms on November 11th. All the Best

Dan

IMPORTANT NOTE

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



SCOT CENT WEST

September saw the Scottish show circuit wind up for the season with the Selkirk show. Now in its tenth year there was a field of around 1400 entrants so it's come along way from the first show which apparently had only 80! There was no TSSC paddock this year but there were a good number of Club cars dotted around among the ranks including a Vitesse engined Herald Coupe hauling a trailer made from the rear end of another Herald! I've seen it done with Mini vans but this one was a first for me.

September's meeting at the Sherbrooke got off to a slow start - Rangers were playing a European game at home and the motorway was clogged for miles so many folk were held up. Won't have to worry about that again till next season ... Eventually around 10 showed up for the crack. The subject of venue came up again and I gather the Sherbrooke isn't to everyone's liking - the drink being too dear for one thing. If anyone has any other ideas may I suggest that they table them at our annual meeting which will be held at the Sherbrooke on Thursday 5th December starting as soon after 7.30 pm as possible. Only three items on the agenda so far:

- 1) Venue for meetings
- 2) Destination of our annual run
- 3) Election of Area Organiser

If anyone has any other items could they please let me know ASAP.

Round by me Club cars seem to be on the increase. Iain MacPherson's Vitesse has taken up residence only a few streets away and the Part's Manager at the local Vauxhall dealer (sorry if you are reading this but your name escapes me as I type) has bought a very smart looking yellow Herald Convertible.

The TSSC club web-site has had a bit of a make-over recently and is now at the new url "http://www.tssc.org.uk". Part of the update is that AOs now have official e-mail addresses so you should use "centralandwestscotland@tssc.org.uk" if you want to e-mail me on Club business. I would also like to build up a list of local member's e-mail addresses. Sometimes something urgent come up (e.g. car for spares - must go by the weekend or it's scrap!) and there is anything between a 3 and 7 week lag between me getting news and it appearing here, whereas I could send out an e-mail immediately.

Car News: Dougie has a 1969 Mark 1 2l Vitesse Convertible for sale. It had a body off restoration around 6/7 years ago and is MOTed to June. Asking price is £2900 and the contact number is 07831 754 775.

Gerry Mann is selling his 1970 Herald 13/60 Saloon. Described as being in good condition, it is MOTed to August. Quick



SCOTLAND CENTRAL WEST Cont

sale wanted to free up space hence the price of £950. Many extras are also available. Contact numbers are 0141 633 0639 and 07050 106 669 or e-mail mannoffglasgow@ntlworld.com.

Finally, Charlie from the Kilmarnock area has a 1967 Herald 1200 going for spares or repair. It boasts a Spitfire Mk4 1300cc engine and a stainless steel exhaust but it has been standing outside for a number of years and the space is now needed. The number here is 01563 538215

See you at the Sherbrooke on **November 7th**. Yours aye

Jim

centralandwestscotland@tssc.org.uk

SCOT NORTH EAST

Hi. There has been very little happening on the classic front lately, I can't even report on the Alford auction and auto-jumble as I did not manage to get there, but I do believe there was a brown Spitfire that did not make it's reserve price. There was also a Spitfire for sale, in the P&J that was once owned by the legendary Roger Clark, rally driver, I think it may have been the same car that was at Alford. I know this car used to belong to Alan a local member.

Now that winter is nearing it's time for those of you that have soft tops, and use your car all year round to get the hard top fitted. I will have to get my Ashley fastback top fitted soon, it makes the Spitfire look a bit like a GT6, pity it doesn't have the 2 litre engine to match. I have a whole heap of old Courier magazines that Paul gave to me at the last meeting, anyone needing a specific article or just wanting a look then please give me a shout. Paul has a MkIII GT6 under restoration! It will be once he can find a place to work on it. This is the 5th GT6 in this Area undergoing restoration, will there be any of them on the road by next summer, the race is on.

This month's clubnight meeting will be at the Gordon Hotel, Altens on **Thursday 28th November 8.00 pm**. We will be meeting as usual with the other Triumph clubs from our area. The TSSC have now given the Area Organisers their own e-mail address, mine is as below, you can also still use my old one if you want. That's all for this month, keep driving your Triumphs, especially if the sun makes an appearance. Hope to see you at the next meeting.

Danny

e-mail northeastscotland@tssc.org.uk

SCOT CENTRAL WEST . . . SCOT NORTH EAST SOMERSET . . . SOUTHERN . . . STAFFORD

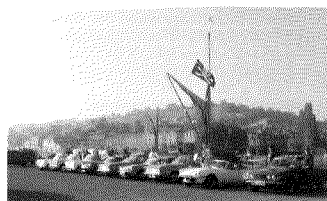
SOMERSET

Just a short letter this month as there does not seem to be a lot to write, also the mind is a little blank!!!! Did you say he does not write very much anyway???? At least I try to say something each month to let you see that we still do exist and to keep the Area Club going. I think we can safely say that we had OUR youngest ever Club member attend last month's meeting. "Baby Jasmine Lomax" (only 7 weeks old). It really was lovely seeing her but think she was rather bored as she slept all through the meeting!!

It was good to see a fine gathering of members there. Unfortunately, a few could not make it owing to other commitments, hope to see them next month all being well!! Our meetings as usual the last Thursday of the month at The Blackbrook. Bye for now.

Peter

SOUTHERN



What a great time we had in France again: Three Spitfires, two Borid Equipes, two Viteses, a Stag, a Herald and a GT6. I must admit it was rather a surprise to see Pauline and Ian's pink Herald roll up at the pub before we started but it turned out to be nice and easy to spot on the convoys to make sure they were still with us! We drove away from Le Havre through the early morning mist and it just started to clear as we drove over the Pont Normandie giving us a very pretty sunrise. We all reached Honfleur together for breakfast at a pavement cafe and found a great place to park with a Thames barge as a background to a lovely group photo.

Travelling through France John led us to the Pegasus bridge where it turned out that two of our party knew the owner and between them ended up with a free drink and a long queue waiting to pay while they chatted.

John arranged a wine tasting again. Those of us who went last year were slightly fore-warned and took it easy but those on their first trip with us weren't all quite as restrained and unfortunately, a few of our number weren't able to last out through another good dinner.

There were a few minor casualties of the trip (apart from the alcohol related ones) - Darren's Spitfire running out of petrol coming off the ferry, Larry's wheel change after he discovered one of his new wide wheels was rubbing a bit too much - and Bob's Vitesse which was bitten by the beach.

Guy and I also went to the Popham Autumn Aero/Auto Jumble. I'd not been too well that week so took the safest course and left poor Baby Blue at home allowing myself to be chauffeured to and from the event. It was a lovely warm, sunny day and after a quick wander round the autojumble - just in case I spotted any bargains - I spent most of the day lying out in the sun having a lovely peaceful, restful day. The day was also special as Guy bought me an early birthday present, a copper Spitfire weathervane, something we'd been considering a few times but which the stallholder hadn't had in stock previous times we'd asked.

And just a few words about the Round Britain Run as it's been mentioned a few other places in this issue of The Courier. And I just wanted to let you know that Southern was definitely 'On Tour' with a small version of our area flag appearing on the car at Lands End, JoG and Enfield as you'll be able to see on the website. Guy and Bob did a great job driving the whole way though I can claim to have driven to John o' Groats and Lands End - at least the last mile each end! I think I did a fair job at navigating though as we did get to everywhere we were supposed to. I really did enjoy it - two years seems a long time to wait till the next one!

Don't forget that in **November** we move to Sunday lunches for our second meet of the month, starting with Ye Olde George Inn at East Meon on **17th November** - no need to book, just turn up.

And as ever, please don't feel you can't come if you haven't got a Triumph on the road, this is a meeting of people - the cars are just a bonus.

5th November - Regular meet at The White Horse, Droxford.

10th November - Autojumble in Midhurst

17th November - Sunday Lunch at The George Inn, East Meon. Please note, the Autojumble at Ascot Racecourse planned for the **24th November has now been cancelled.**

Suzie

STAFFORDSHIRE

Welcome to the Dandy Owners Club Staffs Area news. We now have the full selection, Dart, Delta and Destiny. For those that haven't got a clue what we are on about, they are NOT trailer tents, got that! They are 'Folding Campers', in a trailer tent sort of way. Cracking club mag they have as well don't they Ade.

Back in September, the Staffs TSSC Dandy owners in association with the Staffs TSSC camper van owners (they are NOT caravans, got that) went to Wales. This was the first outing of Ade and Patch's Dart (Dandy not Daimler), and also the first outing of the awning from hell. Now at least Stu and Bev had an excuse, somebody had switched the poles around. Ade on the other hand was just incompetent. At least two hours, but it kept the rest of the site amused. As if that wasn't bad enough, Roger and Cath have just bought a Destiny. Same thing, only bigger, therefore even bigger awning. It's

SUFFOLK . . . SUSSEX SWINDON

16 years old and the awning has never been up, wonder why that is? Best make an early start for Weston Park then.

Following this trip it was off to Cornwall. It took Simon and Mandy six hours, and Stu, Bev and Ade one hour! On arrival Stu, Bev and Ade sat in a field in Newquay, on their own, looking for the Pasty shop and Surfiers, although Ade did find a Pound shop, but not a Pasty or wetsuit in site. Very hilly and sheepy as well for Cornwall. So there's two Newquays are there? One famous one full of night life, Pasties, surfing etc, and the other one with a village shop and a couple of sheep, somewhere in Wales.

Wonder who was on the maps then. Where as most of the Club have been purchasing homes that either fold, tow or drive themselves, Mase has gone straight from outdoor, healthy canvas type person, to sheltered accommodation. Stair lift not required, and he can always use the emergency pull cord communication system to call his mother when he needs his cleaning, washing, cooking etc. doing. At least it has got a big bathroom, as it has a new 'three piece suite' in there. Mandy is still trying to work out why you need a settee and two chairs in a bathroom though! Nice to hear that Kev is back on his feet over in Derby, and is fit enough to stay on as joint AO. Don't want to be Staffs AO as well do you Kev?

Just a reminder that I (Simon) am standing down as AO at the end of the year, so only one more of these appalling write ups to read. Stu wants it known that he is not taking over either, so we need someone to volunteer, or come January Staffs Area will not exist (distant cheering heard around the country).

The Christmas do will be on **Saturday 21st December**, at the Lakeside (be there for 7.30 pm). Will need 5 deposit next meet.

Got to go now as we need to get stuck into the car, as Ade has 'thrown down the gauntlet' and claimed his will be on the road first. At least we'll both beat Mase. He'll be in a retirement bungalow before his is finished. That gives us about a week then. See you on the **6th**.

Simon & Stu

SUFFOLK

Well I don't know quite what happened about the Suffolk report for the October Courier, I emailed it to the TSSC and had a message that it had been sent. However, I guess that just like ordinary mail, just because it's sent, doesn't mean it's arrived! In future, I need to always ensure I get an email response from Bernard at the TSSC. As we have the October notes I have included parts within this month's notes.

A good turnout of cars at the September meeting, 14 in all. All that was missing was a Bond. Some time was spent with the cars in the carpark until the darkness and falling temperature drove us into the Magpie. A smaller turnout at October's meeting compared to the previous month's effort. I was on holiday and that's my excuse. It was also the first 'all inside' meet of the year, too cold outside, with a fair bit of discus-

sion about Duxford and the Mile Of Triumphs events.

New people attending September's meeting were Matthew Fox from Diss in a Mk4 Spitfire, Bill Cotton from East Harling in a very smart, late 1500 finished in Pageant Blue, Geoff Kingston in a Herald Saloon, Dave and Andy Cox, father and son both with Mk4 Spits, (neither on the road), and Mike Hodgkinson with a Vitesse Convertible. David Walford Johns (who came the previous month) brought along his Vitesse Special on which he is expending much effort.

A 'new' member, John Birch from Ipswich, turned up at October's meeting. He has bought a cardboard box (almost) Vitesse MkII Convertible in Wedgwood Blue. He is currently bolting it back together as quickly as he can, but it was in remarkably good condition before it was dismantled so he should be back on the road fairly soon!

Our local member, Russell Munn, who races his Spitfire, is actually doing quite well, but having no success with moving up from Standard Class A to Modified Class C as he has had more engine failures. After he got a new camshaft he didn't have the resources to get it fitted so he borrowed an engine from Jigsaw. Unfortunately, this blew its head gasket on the first warm-up lap at Rockingham, so he sat out that race. Russell is still in the standard class, avoiding damage, and reckons he can still win the class, despite starting late, if he finishes all the remaining races.

But just wait for next year he says ...

Next season it will be a good idea to arrange a trip to Snetterton to wave flags for our 'local man'.

Colin, amongst others, went to the Mile Of Triumphs. This year the turnout was very good and they managed to get half a mile of Triumphs. It was a bit windy on the seaford, (that's East Anglia for you) but the 'tour of the broads' was excellent fun as the sun had warmed up a bit. Quite a sight to see 50+ Triumphs convoying around the lanes.

If anyone has any comments on the MOT, send them to Colin and he will pass them on to Joe, the Norfolk AO.

Lots of people went to Duxford and gave the moving of it a month forward a big thumbs up - feedback was good, especially about the earlier date. It was actually WARM and windy rather than freezing bloody cold and very windy!! It was thought that Julian Adams may have won a prize for his Vitesse 1600 Saloon, but unfortunately he didn't, it seems it was an identical car that won. Similarly to the MOT, if anyone has any comments on the MOT, send them to Colin and he will pass them on to the organisers.

Please let Colin have your email address (email to tssc@spit68.com) so that he can keep in contact with you and let you know of any late-breaking club news.

Hope to see you at the next meet at 8.00 pm on **Tuesday 5th Nov** at The Magpie.

Peter

IMPORTANT NOTE

Reports can be e mailed before the 10th
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SUSSEX

An excellent time was had by all at the October meeting. Gatwick paid us a return visit from earlier in the year, and a good time was had by all. Thank you, Tony, Maria and the gang. Just as well I wasn't working the next morning ... (and had a driver, thanks GILL!). Christmas meal deposits are needed at the next meeting £5 each please, balance on the night (**Sat 7th Dec**). Good reports of Genghis Khans keep coming in, with all you can eat Vic should be in heaven.

On the car front Pete is still beaver away and body/chassis are now reunited. Hopefully, the car will be gracing the roads shortly, with lovely new seats courtesy of Martin. Hmm, that's about it for now, but hopefully see you all in **November, first Wednesday**, Green Man Ringmer. TTFN

Clive

SWINDON

Hello everyone, Well, I've finally given in and started writing the Area news again, but this time for Swindon. September was a busy month, starting off with WAC at the Bromsgrove museum of buildings. Although there were fewer cars than some years it was a good day out as always. Next up was Beaulieu, we actually managed to get around all three fields on the Saturday, but we didn't sit down for long! There's always so much weird and wonderful stuff there, like a Red Baron style triplane pedal car, although Triumph bits were very thin on the ground. On to the Triumph World Picnic, on my old home turf in the Thames Valley. There was a huge turnout for the event. Dave and Mary organised a Newbury Area Club Stand which convoyed in together, straight to the bacon butties for breakfast! I don't think I've ever seen so many Dolomites together before, but why did they hide behind the bushes? Are they embarrassed? Tom came to see us working (I think he doesn't believe us when we say we only work at weekends) and wear out the trains at Beale Park. The October meeting was the usual sort of riot, although with only one Club car in the carpark (well done Jim). Andy actually had the bottle to turn up in his latest acquisition, for financial gain only (honest!) - an MGB!!!!!! Needless to say he did get the mickey taken mercilessly all evening. Does anyone remember why Jim went out sideways? I'm still recovering from Malvern weekend as I write this, a big thank you to Barry and Ian for organising the TSSC stand, and to Bev and Larry for 2000 - and trailer - sitting on Saturday night. Camping does seem a lot more attractive after two really early starts and the weather was a lot warmer than usual.



● SWINDON Cont

Date for your diary - Swindon Area Christmas meal. **Thursday 5 December.** At the moment the menu hasn't been finalised. It should be £15 ish and will be four courses, including coffee and mince pies. A table of 12 has been provisionally booked for 8 pm, please let either me or Shawn know at the November meeting if you want to come.

November dates:-

Sunday 3rd - Footman James Autojumble Automart and Restoration Show at Shepton Mallet - contact Colin Murrell (Avon and Cotswold AO) for details.
Thursday 7th - Area meeting at the Black Horse.
Saturday/Sunday 9/10th - International Classic Motorshow, NEC
Sunday 24th - Autojumble at Three Counties Showground, Malvern NOTE the proposed International Triumph Show and Spares day at Ascot on **24th November** has been cancelled.

Hope to see you there,

Karen

● TEST VALLEY

Well like the daytime these reports are getting shorter. So here we go, Southern Area trip to France from those who went from the Test Valley Area, Brilliant, Excellent what else can you say apart from Bollards! (damage to Vitesse now repaired).

Round Britain Reliability Run again Thanks to Guy and Sue for letting me make up the third in the Bond Estate. it was something I had wanted to do and I'm glad I had the chance (roll on 2004!) Toddington Steam Gala Weekend again good show but the weather talk about varied, storms Friday night, sunny Saturday and Sunday lets just say it was wet! Next Meeting is **Thursday 14th November** at The Clatford Arms, Goodworth Clatford, just south of Andover off the A3057 also our AGM so come along and have your say/vote. for more information/details contact Bob McDay on 01256 410192 or e-mail bobmcd@ntlworld.com take care.

Bob

● THAMES

What an issue last month! Despite your comments, no, Mike and I are not trying to take over every page of The Courier, we've just been a bit busy. Well, that's our excuse anyway! Hasn't it been a busy year. So many good events, seeing so many old friends and making so many more new

SWINDON . . . TEST VALLEY . . . THAMES SOUTH WALES . . . SOUTH WEST WALES

friends. And it hasn't stopped yet! Don't forget our Christmas Meal at The Bell, Staines, if you want to go contact Dick and give him your £5 deposit. Book early, we filled the place last year.

So what's happened recently? Well it has quietened down considerably, but the meetings have been well attended, which bodes well for the long winter months. Don't forget our activity evenings, they're always a lot of fun. Yes, it's AO voting time again. Anyone want to stand? I'm willing to carry on, if you want me to and if you're willing to help out.

Craig Gingell has been at it again! The Club has a new domain for its website. The new address is www.tssc.org.uk. You can also get to our website through a much simpler URL too.

Try www.tssc.org.uk/thames. It works and is easier than trying to remember that long complicated Yahoo thing. You can also now email me at thames@tssc.org.uk, or at my old address. The tssc email address simply diverts email to my old address. All Club Officials and Register Secretaries will have similar addresses.

So, even if it doesn't look like much is happening on the surface, there's still a lot going on behind the scenes. Another WELL DONE to Craig.

Dates for November:

Thurs 14th Social at the Swan Inn, Moor Lane, Staines
Thurs 28th Christmas Meal at The Bell Inn, Staines
December:
Thurs 12th Christmas Drink at The Swan Inn, Moor Lane, Staines
See you at a meeting.

thames@tssc.org.uk
www.tssc.org.uk/thames

Tracy

● SOUTH WALES

September was a fantastic meeting with 12 Club cars attending, a shame it was too dark to see them! It wasn't too dark at Tredegar house though, 28 cars were on the TSSC stand, a fabulous display and a brilliant show! Not to mention another of Ivy's feasts. Rumour has it next year could be the last so make sure you don't miss it, weather was good too! and we picked up three new members.

Malvern was equally as dry, not a welly in sight, not even from the visitors from South Wales, Mike, Cliff, Dave Mack and myself, a good show of cars and an interesting autojumble.

Due to a few problems I have not had chance to sort the trip to the Haines Motor Museum, so we'll postpone this to early in the new year.

A quick update on Lewi, the same problems have slowed progress, but welding on the tub is now finished, and it has been moved to Dave Marriotts for spraying. A little behind schedule but should be complete for Stafford. Fingers crossed!

Russell's GT6 is back at the sprayers so that should not be too far away. Howard is looking for a sprayer for both his GT6s so they're all coming together, together so to speak!

The Christmas party will be at the

Wentlog castle on **December 2nd**, contact Ivy on 01633 250739 for bookings. **December's** meeting will be a little early as **last Monday** clashes with the Christmas holiday, **January** we're back to our usual last Monday.

Events: **Nov 25th** Nov meeting
Dec 2nd Christmas Party and early December Meeting

Have a good Bonfire night and don't forget your Triumph will not like fireworks so keep them indoors!.....

Neil

● STH WEST WALES

Sunday 15th September meet was the annual Tredegar House Show at Newport. We had a good turnout of 8 cars, sharing the TSSC Stand with South Wales Area. Our members being Marryl and Ken, Barbara and Bryan, Alison and Mark, Gladys and Tony, Joy and Keith, Christine, Steve and James, Jeff, and Gwyn with his grandsons. After a good journey up, it took an hour to get into the grounds; the number of entrants this year was exceptional. Yet again the weather was hot and sunny bringing in plenty of visitors. As is usual at Tredegar, Ken's birthday was celebrated in traditional style with cake and candles, plus of course the odd glass of wine! A number of us went into the house not having been previously as it was rumoured that this was to be the last show, but as yet not confirmed. This was another day really enjoyed and, hopefully, Leukaemia Research has benefited yet again.

The October Club Night brought 21 members to the Gwyn, Tony and Gladys, Kris, Katie and Megan, Mark and Alison, Keith and Joy, Ken and Marryl, Don and Evelyn, Bryan, Jeff, Dave, Gilbert, Steve, John, Rhian and Rhys. A warm welcome was extended to John, Rhian and baby Rhys on their first visit. We hope they come again. A reminder was given for the Severn Valley Railway Classic Car Weekend on Sat 12th /Sun 13th October; Bryan gave out a route to everybody in case we get split up. All to meet at M4 Junction 47 Penllergaer Services 9am. Gilbert kindly brought a pair of Herald doors for Ken after having broken up a 1360 Estate, which was beyond saving. Happy birthday to Barbara who celebrated on Sunday 6th October her "Bus Pass Birthday".

EVENTS DIARY

NOVEMBER
Tuesday 5th Club Night, The Gwyn Hotel, Pontardulais
Fri 15th - Sun 17th Glastonbury Light Carnival Trip
Sunday 17th Meet - TBC
DECEMBER
Tuesday 3rd Club Night, The Gwyn Hotel, Pontardulais
Saturday 14th Christmas Dinner - venue The Gwyn Hotel, Pontardulais That's it for this month. FOR FURTHER INFORMATION CONTACT BRYAN - 01792 587204

Ken

IMPORTANT NOTE

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WEST MIDLANDS . . . WIRRAL WORCESTER . . . NORTH YORKS

● WEST MIDLANDS

On our second combined meeting with the TR Register and other Triumph clubs it couldn't have been more of a contrast to the sunshine of August or the turnout of 12 Triumphs in September. It poured and for the first time in years there wasn't a Triumph in sight - only a 1953 Wolseley 6/80. Former Area Organiser Tony Spicer was sporting an entirely new hairstyle - befitting his ageing years - and was heard to mutter: "It's what comes of marrying a practising hairdresser a few weeks ago!" Ken Heaton promised to turn up - so it was no great surprise when he didn't appear. Tony Jones seemed almost disconsolate because his car had been rained upon during the day. Otherwise all was well with the Triumph Globe. Unlike September when the TR Register was greatly outnumbered, our numbers were equal in October and we interspersed ourselves around the tables. It was a very useful exchange of ideas and may even result in an exchange of some cars! Banter was friendly, helpful and useful for members of all clubs to the extent that we are invited to the TR Register's 'Mid-Monthly' - held at The Swan, Fradley on the **third Tuesday** of each month.

Ray

● WIRRAL

Here we go again, time for the November report, how time flies! Summer gone, Autumn nearly gone and Winter fast approaching. Hooray for September being probably the sunniest month of 2002 and very good for hood down 'TRIUMPH(ANT)' motoring.

Andy covered in great detail the trip that some of our number from the Wirral made to the North Yorks Weekend and at the same time other venturesome souls were at Cholmondeley Castle in Cheshire enjoying a really super day and when I say that, I refer to both the show and the superb sunny weather.

Lisa managed to sell her Vitesse MKII Convertible there. She nearly didn't make it though as when she arrived at our rendezvous point, 'The Old Trooper' in Chester, twenty minutes late, I was greeted with the dreaded statement, "I haven't got any brakes!". The first thing I did was have a look at the brake fluid level by the simple expedient of removing the cap of the master cylinder using thumb and forefinger. The fact that I had to use a screwdriver and hammer to remove the cap indicated to me that it must have been some time since this operation had been performed at that there was a distinct possibility that it could be short on brake fluid ... it was. A liberal dose of brake fluid restored some braking ability, so off we trudged to Cholmondeley Castle, me leading in my Spitfire at a very sedate pace! On arrival at our pitch, the Vitesse engine expired! A Good Samaritan on our pitch, whose normal job is as an AA Patrolman, speedily diagnosed points and condenser terminally unfit for further service, so a quick jaunt round the autojumble for some new ones and, Hey Presto, that very, very

nice man had it up and running sweet as a nut. So sweet in fact that a passer-by bought the car for his wife - another very, very nice man.

Lloyd and Lisas' classic fleet has now diminished from a Vitesse, Herald and (dare I say it?) MG Midget to just the 1965, one previous owner, Herald 1200 Convertible. George also had a good day; he sold his 13/60 Herald Convertible at the same event but he had no braking or engine snags to overcome.

What have we got organised for the future? Hopefully, a mini run round the Wirral and lunch at The Cottage Loaf pub on Sunday 20th October, followed by a mini concours in the car park. This event is in conjunction with the Wirral Triumph Appreciation Club, so let's see as many there as possible.

It's that time of year again and our Christmas Dinner evening will take place in The Cottage Loaf on **Saturday 14th December**, so we hope for a bumper turnout. As an added bonus the pub landlord is providing wine for free - yes, FREE! Don't delay, if you have not already booked, contact Carol or Sharon.

That's all for now folks; you will hear from me again in the January Courier. Meanwhile, happy motoring ... don't put those Triumphs away for the winter, keep 'em running.

Cheers,

● WORCESTER

So there I was lying on the bed in my hotel room in Koblenz with an uneasy feeling that I had forgotten to do something before I left the UK. B*****, the September write-up for the Courier. Ah well, too late now, perhaps no one will notice. Alas they did, so my apologies to Worcester Area. It serves me right for being too clever last time and getting the Barbie report in a month ahead of Gloucester, I recon Andy had something to do with it.

So what's been happening? Bob and Mike went to the Mile of Triumphs and had an enjoyable time.

Mid September saw a good show at Hanbury, with a good turnout of cars on both days, Mike would like to thank all those that turned out, it makes his job so much better when he gets good support.

Rather unusually Malvern was dry all weekend, again a very good turnout of cars on both days, though the visitor numbers were slightly down (maybe it was too nice to go looking at cars, you can't win).

Another trip has been arranged to see the Vulcan bomber restoration project on **Saturday 9th November**.

Numbers are limited to around 12 to 14 so if you are interested contact Ian as soon as you can.

The December meeting will be the AGM and nominees are requested for anyone who thinks they can outshine Ian. We are also looking for a volunteer to help Ian and Mike with organising the events. In previous years the 'member of the year' has been chosen by the officers, this year it will be the choice of the area members, so think about who you think has done the most for the group and the Triumph name this year and let Ian know.



The South Wales Christmas Party is to be held on **December 2nd** at Wentlog Castle. If anyone wants to go, let Neil Hicks know (of course you will be at our AGM, won't you).

Our annual dinner will be in March next year, date to be confirmed, we are looking for a volunteer to help with this, names to Mike or Ian please.

Finally, Mike is thinking of organising a trip to France next summer, if you are interested then talk to Mike and watch this space for further info.

4th November. Monthly meeting, 7.30 pm at The Berkeley Arms, Spetchley (at the junction of the A4538 and the B4048 between Worcester and Evesham).

9th November. Visit to the Vulcan Bomber project.

2nd December. Monthly meeting and AGM.

Viivan

● NORTH YORKS

Well last month's meeting has to be one of the best ever. The fun and frivolities from the 21st birthday bash still continued. If you missed either or both of these events then you either don't like a good time or the things you were doing must be more exciting than ours!

First a summary of the news, in no particular order: Crash, poorly nose, new Spit with wire wheels, Harley and 'there is a God.' Does it all make sense yet? Read on. Chris our new regular member (well he's been twice now) was having trouble on his first visit (September) understanding what we were all talking about. However, having been at October's meeting he understands fully the news summary. The moral is, if you want to find out what is going on in Triumphworld - get involved and come along. For those of you who didn't make it and those of you who where there, but a month later can not believe what actually happened, here's the story.

Paul's got a new Harley!! He's also got a rather sore nose. Unfortunately, for Paul having had the bike about an hour, a white van driver pulled out in front of him and Paul didn't stop in time. The van drivers door and sill took a bit of a bash, as did Paul's nose on his bike! Oh the bike - well it's away being mended. Nothing too serious. Paul's even got a written statement from the driver who admitted full responsibility (Paul's, gone all religious - he now believes there is a God!).

Things got pretty wild right from the start. Well it doesn't take Lynne too long before the cherries and coke kick in. This time though Paul overcooked it with the cherries, four cherries later Lynne hit the ceiling. Actually she reached the table and was joined by our own Ginger Spice Girl -



NORTH YORKS SOUTH YORKS . . . WEST YORKS

● North Yorks Cont

'Nutmeg Spice' for a rendition of 'Girls just want to have fun'. As the two girls were dragged from the table top the majority of the pub clapped and then left. (If you want to know how Zoe got the name Nutmeg you should come to the meetings).

After all that excitement we turned to our regular spot - what's in Lynne's handbag this month. In the past we've had a HRT video, hair brushes, a knife & fork, spare knickers and of course food supplies. This time though we had something different, a pair of fishnet stockings! Now those of you who came to our 21st party may think this is rather strange. Well Paul thought he was going away for a dirty weekend, but then Lynne turned up with a 'mummy' sleeping bag that zipped right up to the neck. Well I had to find out why... wait for it ... she bought them not only because they were on offer, but also she thought they would help to keep her legs warm in bed and that the 'holes' would also help to get air to her legs and let them breathe.

We were going to try throwing the keys into a pile and do some car swapping for the night. Our born again Christian (and biker) Paul thought this was morally wrong and was dead against it. The real reason was that he was concerned he might end up with Mike's TR7. So to be on the safe side Paul suggested we saw who we would have ended up with if we'd been partner swapping. (Really risky, especially with only two women present). With Paul picking Lynne on the first move the odds were really stacked against the rest of us.

Finally we got to talking about Triumphs. Tim and Zoe have just had a new baby in the form of a white MkIII Spitfire with wire wheels. (More next month on that subject.)

That's all for this month's report, but don't forget to come to next month's meeting on the **6th November**. It's strip poker and feely bag night!!

Nigel

● SOUTH YORKS

Many thanks to Mike Robinson for his quiz last month and by way of a post script, I did check Mike and Zobo was in fact the code name for the Herald, Zebu was the code name for what was to be the Vanguard III replacement. One good thing about Mike doing the quiz is that we get someone else winning for a change (him being such an expert!!). Winner of the quiz was Giles, who it was nice to see from West Yorks, we also had a visitor all the way from Bristol, Mark, hope to see you again when you're up this way again. Our South Yorkshire meetings seem to get

more exclusive as the months go by, come on you lot out there, show your faces and support Your Area, we need you. At the meeting we discussed what to do at Christmas and Mike Robinson commented that as Dave and Ann, Landlord and Landlady of the Cock, let us have our room month in month out, shouldn't we support them and have our meal there. Last Christmas we tried to arrange this and it had to fall through because of lack of support, so what do you think? if you would like to join us either have a word or give me a call.

On the Friday following the meeting Pete, Mike Robinson and I went along to Blyth Services to support the folk doing the Round Britain Run, this year in aid of Multiple Sclerosis. Pete, Annis, Vivien and I are all having a year off, having done this run a number of times before. Both Pete and I were glad to have gone to show our support, the variety of cars was really impressive, from TR 2 to Triumph Acclaim, and whilst some were clearly well used examples some would have looked perfectly at home in a concours competition. Best of all had to be the stretched Herald, yes, you've not read this incorrectly a stretched Herald, about three cars to be exact. I hope everyone got around alright and raised lots of money for a worthy charity. So let's see more of you at the meetings. Safe Triumphing,

Victor

● WEST YORKS



Hi All. Bob Waddington, the two Brendas and I attended the MOT and had a great time. Tops down all the way there and all the way back. When we booked in Bob found that he had a unique car - a 12/60! Joe and Dave were there to welcome us, they and their helpers do a grand job with

the weekend. It was nice to meet up with old friends again, Ken from the North East, Ian from Norfolk and John Ungar who brought his Herald down. An enjoyable convoy to the Mile where we achieved the usual 1/2 mile but had great fun doing it. We were to be followed by the Minis on Tour (pity they couldn't find another name!) and when we arrived it looked like the Italian job.

As they had arrived early they were at a loss to find somewhere to park and there were Minis dashing everywhere.

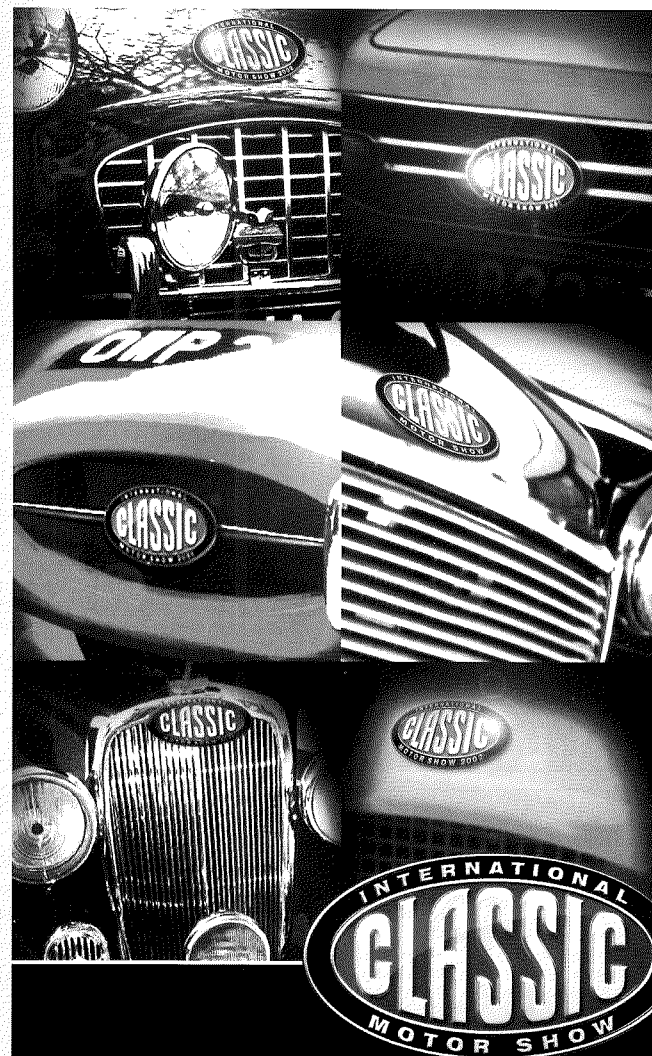
The local meet at Wilton Park saw seven cars in the Bull car park ready to convoy to the event. It was a pity that I followed the organiser's instructions which led us to the wrong side of the park! Mike Cook led us back and the look of amusement on the pedestrian's face when seven Triumphs did a three-point turn in unison was a sight to behold. The only thing missing was a musical accompaniment! Phil was in the general area, having waited for the convoy, only to miss us due to our detour! Paul (aka Big Ted) joined us later to give us eight cars in the Club Area (it's a pity Mick Hall has only three wheels on his wagon or it could have been nine!). There were some lovely cars on show and the surprise was that the award of vehicle of the show went to a very nice Velocette MSS and side car! Last night's meet was well attended, so much so that when we arrived the car park was full (mostly Euro boxes) and we thought that there was another event on at the pub, but no, the room was full of members when we entered!

Welcome to Arthur Jessop to his first meet and I hope you have success in finding a GT6 or Spit. More parts and cars were on offer, and details of the South Yorks run to HQ, including the date change were given. A Sunday outing to the Skopos Motor Museum is to be arranged for November together with a lunch, more at next month's meeting. Don't forget your deposits for the Christmas dinner on the **10th Dec** next month! The Quiz set by Mike Cook was won by Bob Yeomans and Ron. The return of Lyn to prize winning ways in the raffle was upstaged when Ella won two prizes! At last, at last, Yanse turned up and collected his books so no more lengthening of the arms! See you all next month.

George

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13/60 CONVERTIBLE Cherry with white hood. Great runner. Needs TLC. On Guernsey but easily exported. £650 ono. Must sell. Simon (Guernsey) 07766 504797 - 00/68036.

13/60 CONVERTIBLE 1967. Red, one year's MOT. Used regularly. Good runner. Unleaded. Bodywork needs a bit of attention. £1100. Jim (East Sussex) 01273 813390 -

SALOON 1200. Navy Blue. 1969. Tax exempt. MOT until May. Good condition. £1000 ono. Mr Dodd (Warks) 01789 292568.

13/60 CONVERTIBLE 1971. 78,000 miles. Garaged since 1988. Engine turns but not running. Partial respray. £250 Bishop (Guildford) 01483 234380.

1971 13/60 SALOON. Tax exempt Jan 03, MOT July 03. Valencia Blue. Black interior. Unleaded. Lady owner. Good runner. Some history. £1295 ono. Terry (Kent) 0208 3256921

13/60 CONVERTIBLE 1971. Red. Full history. Genuine 55,000 miles. Garaged. MOT July 03. Good, solid, reliable car. £2500. Ali (S. Cumbria) 01229 465165 - 00/63755.

1200 CONVERTIBLE 1963. Fully restored. Tax exempt. Signal Red. Mohair hood. Spitfire engine fitted. £2950 ono. Keith (Cannock) 01543 425445 or 07966 269085 -

1200 SALOON 1967. Blue/White. Unleaded conversion. 64,500 miles. Service history. MOT June 2003. Much loved, solid and reliable car. £995. Stefanie (Essex) 01206 305535 - 94/64340.

13/60 SALOON 1970. White. 20,900 miles from new. Two previous lady owners. Always garaged. All original (except springs and shocks). Unmodified. 12 months MOT. Good condition. TSSC valuation £2000. Tax exempt. £1650. Graham (Northampton) 07909 698774 or 01604 752090.

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MKIV 1500. Dark Blue. Unleaded engine overhaul. Overdrive fitted. Bodywork average. Alloy wheels. Chassis needs work, hence £500. Tax exempt. Nick Chambers (Hertfordshire) 07769 130167 - 01/64882.

1500 1976. Complete car needs restoration. Stored off road 10 years. Overdrive, hard and soft tops, spare engine. £500 offers. Paddy Marshall (SE London) 020 8699 7142.

1500 1982 Blue. S/S exhaust. Electric fan. Hood covers. Club value £3600. Nice car but diff whine, hence £2500 ono. Kevin (Chesterfield) 01246 573 749/07751 509328 -

MKIV 1973. Good original condition. Softtop and tonneau. 12 years present owner. Summer use only. Full receipts. MOT Aug 03. Tax Sept 03. Valued £3500, accept £2500 ono. Rex Taylor (Leicester) 01455 828028

1500 White. No rust. Good working order. Original 'V' reg 1979. £2100 ono. Blue MKIV. Fast. £2100 ono. Herald 13/60 £800 ono. Two must go, keeping one. Mathew (Downham Market) 01366 385180 - 92/38641.

1500 1981. Leyland White. Convertible. 67,000 miles. One previous owner. No Tax and no MOT. Reliable runner. Reg. No. S00 25W. £3000 ono. Shirley (Hereford) 01885 400 312.

1500 1976. Signal Red. Good condition. Year's MOT. Unfitted roll bar, oil cooler, servo thrown in. Value £3000, sell £2100 ono. Andy (Tolworth) 0208 2417060 - 92/38046.

MKIV 1300 1973. Full restoration (with photographs). O/D. BRG. 65,000 miles. MOT and Tax. Reluctant sale. Excellent cond. £2995. John (Andover) 01264 738532.

MKIII. BRG. Recent full body and interior restoration. Chassis and mechanicals good. A1/A2 overall condition. Overdrive. S/S exhaust, elec. ign., Wipacs. £2950. Andy (Notts) 01159 892817 - 00/66511.

1500 1979. T reg. Inca Yellow. Soft and hard tops. Body needs attention. Ideal winter project. Good runner. Owned for 16 years. £750. (Slough) 01753 533841 - 90/32502.

MKIV 1972 1300. Unleaded. Tax exempt. £4000. Photographic restoration. TSSC value £5500. S/S exhaust. Red. Overdrive. Rollbar. H/S tops. Heated garage. Richard (Surrey) 07889 051875 - 92/39498.

1500 1977. Overdrive. Red. This Spit has been maintained by us for several years for the previous owner and runs and drives superbly. Exceptionally good paint finish and panel gaps. Subject to a comprehensive mechanical overhaul by ourselves 3000 miles ago, including the fitment of recon engine, carbs, gearbox, diff etc. Recent interior revamped including recon seats, carpets, dash, hood etc. This pampered car is fitted with all the best parts including stainless extractor manifold and twin sports system, sports air filters, full width radiator,

Mountney wheel etc. £3300. Quiller Triumph (Greenwich) 0208 854 4777. View pics on www.quillertriumph.co.uk

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MKI 1964. Registration 369 DRK. White with black interior. A1. MOT. Fully restored 2001 by previous owner. Excellent example. £2400. Steve (Swansea) 01792 360730.

1500 1978. Inca Yellow. Unleaded, stainless steel exhaust, new tyres, front springs, shocks. Good condition. Taxed, MOT Jan 2003. £1750 ono. Ian (Kilmarnock) 01563 534547/Env 572013 - 88/23859.

1500 1980 (W). BRG. Tan interior. Very good original condition. 44,000 miles. Unleaded head. Stainless exhaust. Taxed and MOT. £3200 ono. Andy (Middx) 020 8841 4566 -

1500. Blue. Rebuilt engine and overdrive. Gearbox fully restored. Spare gearbox.

Many new parts. Absolutely immaculate. Walnut dash. Tax/MOT £4250. Fane (Saffron Walden) 01799 522038 - 01/64763.

1500 Red 1976. S/S exhaust. Overdrive, documented restoration, unleaded, Waxoyled, MOT 07/03. H/S tops. Excellent condition. Club valuation £4000, accept £3300. Anthony (Canterbury) 01227 831259 - 00/63959.

1500. White, unleaded, lowered, tubular manifold, twin pipes, harnesses. Very reli-

able, drive daily. Garaged. Recent hood. MOT until April 2003. £1,000. Martin (nr. Brighton) 01273 297398 - 99/61326.

MKIV 1972. Racing Green. Hard and soft tops. Soft top needs attention. Recent new carpets. Seats re-leathered. Nice condition. Tax exempt. 42,000 miles from new. Test until July 03. 100 miles in last 3 years. £2500 ono. Peter (Kings Lynn) 01553 810563 or 07860 905469.

MK4 1972. Tax exempt. Long MOT. Red. Overdrive. Steel hardtop. Tonneau. Hoodbag. Much recent work. Reliable, sound, practical. Some history. £1850. Dave (Oldham) 01457 871104 or mobile 07901 821266 - 00/64010.

1500 X reg. 1981. 54,000 original miles, soft/hard tops, O/D, Zeibarted unleaded conversion. Garaged. Brown. A1. Valued £4000 OIRO £3200. Peter (Kingston) 020 8224 2710.

GT6

Cars for Sale
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Cars for Sale

MKI CONVERTIBLE 1968. Class winner Stafford 1999/2000. Valuation £10k (2001). Concours. Newest MkI in existence. Make me a cash offer as no winter storage. Brian Haile (Edinburgh) 01899 220 143 - 88/21200.

MKII 1969. Conifer Green. S/S sports exhaust. A beautiful head turning little car and a very reluctant sale. MOT. V.g.c. £4250. Dave (Bucks) 01844 344108.

MKIII. Up-rated suspension, steering, electronic ignition, differential, gearbox, brakes. Good runner. Some bodywork attention required. Good chassis. £1150 ono. Will (Manchester) 07974 248273.

MKII 1969. White. Overdrive. Webasto sunroof. Full nut and bolt restoration. Up-rated engine, servo, moulded carpets. Looks

and sounds superb. £3950. Sam (York) 01904 760745 - 96/54621.

MKIII 1974. MOT August 03. Tax March 03. Recent engine, suspension rebuild. Recon gearbox, overdrive, unleaded. S/Steel exhaust. Reluctant sale. £4500 ono. Douglas (Lothian) 01506 846195 - 96/53418.

MKIII CONVERTIBLE (genuine). 2.5 litre triple webbers. O/D gearbox. Alloy roll bar. Full harness. Hard/soft tops. Radio/CD player. T&T BRG. Featured TSSC poster. £4500 ono. Dave Bayliss (Woking) 01483 473998 -

1971 MKIII BRG. 9 months MOT. Tax exempt. Recent up-rated J-type O/D gearbox. New clutch and rotorefexes. Alloy wheels, Kenlowe fan. Stainless exhaust. £3750 ono. Tony (Derby) 01332 727059.

VITESSE

Cars for Sale
Cars for sale
Cars for Sale

MKI 1967 CONVERTIBLE. Alloy wheels. Alt conv, electric fan. Garage stored. MOT May 03. Good all round condition. Tax exempt. 3 owners from new. £2500. Terry Curtis (High Wycombe) 0794 1384405 -

MKI 1967 SALOON. 2 Litre. Bodywork sound. Good runner. S/steel exhaust, new gearbox, radio/cassette, tyres as new. Fitted towbar. Garaged. Space needed. £500. Phil (Hampshire) 028 92463401 - 01/64720.

MKI CONVERTIBLE. 2 litre. Overdrive. New clutch, recon. diff and gearbox. New hood, wire wheels. Good condition. Valuation £4000, accept £3500. George (Swindon) 01793 823393 - 93/42020.

1600 1966. Original, unrestored. Vgc. Full history. 37,500 miles. Overdrive, Webasto sunroof, rare, original carpet. Recent con-

cours winner. Valued £4700, sell £3500 ono. Colin (Bristol) 07778 778985 - 96/74096.

MKII CONVERTIBLE 1969. Overdrive. Signal Red. Black leather seats. Mohair hood. Walnut dash/doors. Stage II unleaded etc. ... Concours winner. £ offers. 01823 358312 (day) or (Somerset) 01643 822077 (eves) paul@des.co.uk - 99/60279.

MKII CONVERTIBLE 1971. 88,000 miles. Good condition. Runs beautifully. Numerous recent improvements. One or two more would make it perfect. £2200. Peter (York) 0771 516 5989 - 99/60981.

'6' CONVERTIBLE 2L MKI engine and overdrive gearbox. Genuinely excellent condition. MOT June 2003. Three owners, 1964 car. £3300. Angus (Yeovil) 01935 862140 - 00/63007.

MKII SALOON 1968. S/S Exhaust. Roto Flex Suspension. Front suspension all replaced. Good interior. White with Black Stripe. Good Runner. £3300. Anderson. (W. Midlands) 0121 7478664 - /66517

1600 1964. Good rolling restoration project. Good engine and overdrive. Good body, was used daily. MOT just run out, must sell. £500 ono. Wayne (Hull) 01964 536894.

MKI CONVERTIBLE. Blue. 1968. MOT until April 2003. Needs tidying. Spares include door in primer, carpet set. £1200 ono. Graham (S London) 0208 5408311 - 99/60782A.

MKI CONVERTIBLE 2L. O/D gearbox, alloy wheels, body good, chassis has new outriggers and side rails, good chrome + bumpers, good engine, partly stripped. £750 ono. Mike (Coventry) 02476 644499 or 07768 775170.

DOLOMITE

DOLOMITE 1500 SE. T&T'd. Good example of scarce model. 83K miles. Little work needed for A1. £1100 ono. Ian (Street) 01458 447861 - 01/65164.

MOSS

MOSS CONVERTIBLE. Vitesse based. Red. 1967. Taxed and tested. New gearbox. Recently much mechanical work completed. Very reliable runner. Good condition. £3750. Mrs Hawkins (Warwickshire) 01788 860573.

TR

TR6. 1974. Pimento red. Black interior. Mohair hood. Minilite alloys. Bosch fuel pump conversion. New Carpet set. Good all round condition. Full MOT. History. Possible part exchange WHY. Please contact Paul on 01793 855718. £5650 ONO.

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1500 SPITFIRE 1979 breaking due to rear shunt. Includes engine, J-type overdrive, gearbox and prop. No reasonable offer refused. After 6.00 pm or weekends Mac (Somerset) 01278 423 625 - 96/53748.

MTS: Summer's gone! Get those jobs booked-in for the winter. Gearboxes, diffs, electrical, welding, suspension work etc. Welding. Exhausts. Servicing. Powerwashing plus Waxing. No painting. Ring for a chat and a quote. John (Northants) 01933 388434 or 07770944106 or Mythos 650@BTopenworld.com

MKIV/1500 Steel hardtop. Needs tidying. £50 ono. Steve (Midlands) 0121 445 5276 - 01/66314.

QUILLER TRIUMPH Herald/Vitesse Convertible bodytub on chassis, choice of 3 £200. Spitfire bodytub on chassis choice of 4 £200. GT6 Mk1 chassis, fully reconditioned £475. Spit chassis, choice of 6 £100. Herald chassis choice of 4 £100. Selection of Spit hardtops £50-£180. Spit IV/1500 hood frames £45. Spit kneepads £2. Spit all models seats from £40. Inertia or static seatbelt and anchor £15. Chrome bonnet clip £4. Spit wingtop and bootlid trims £5. Herald/Vitesse alloy body trims £3. Herald/Vitesse qtr. light assembly complete £15. Complete engines guaranteed (good runners from insurance write-offs) 4-cyl £180 - £235 depending on model. 6-cyl £205. Engines unknown condition £40. Gearbox guaranteed (non O/D) £55. Gearboxes unknown condition £15. Carbs from £15. Inlet/Exhaust manifolds from £10. Airbox £5. Dynamo/alternator/Starter £10. Spitfire/Herald radiator £35. Front windscreen Her/Vit £14. Door glass £9. Spit/Her front suspension corner (hub, vertical link, trunion wishbones etc.) complete £25. Good steering rack £15. Early Spit/Herald diff (guaranteed) £40. Halfshaft and hub assembly complete (short) £25. Rotoflex suspension

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VITESSE 3 Rostyle wheel trims £10 each. Kennell (Brighton) 01273 601291 - 82/4557.
1500 ENGINE £30. Anti roll bar £20. 13/60 engine £30. Gearbox £15. Carb £10. 1200 calipers £15 pr. Bootlid £15. Martin (Southampton) 01489 575239 - 87/18592.

SPITFIRE IV/1500 many new and used parts, e.g. body panels (steel and fibreglass), suspension, engine, gearbox, wheels etc. FREE if buyer collects. Mrs Holmes (Banbury) 01295 730769.

SPITFIRE 1500 engine good runner prior to removal from car. Ring for details. Daniel Ledger (W Sussex) 01403 782738 day or 01403 274407 home - 00/62921.

MODIFIED DRESSED 1500 ENGINE; Stage 2 unleaded head, Kent cam, tubular manifold, twin exhaust system, recon. SUs (non wax), high capacity oil pump and new alternator. 6000 miles since complete recon, over a grand spent. £400 for the lot. Buyer must collect. Rick (Leamington Spa) 0781511 0295 - 98/59032.

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GT6 MKIII wheel 51/2J £32.50. GT6 O/D gearbox kit prop switch etc. £300. Spitfire 1500 carb set GWO £85. Mike (Coventry) 024 7664499 or 07768 775170.

SPITFIRE MKIV steel hard top, £100. Paul (N Devon) 01271 865072 - 00/67139.

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GT6 MkIII GRP bonnet £100. J type overdrive conversion complete £225. Spit 1500 J type overdrive conversion complete £225, 1500 engine 53K miles, excellent runner £140. 1300 engine, all ancillaries, excellent runner £100. Stuart (Cheshunt) 07801 527070.

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

We look forward to seeing you - soon?



How to Find Us

**Junction 20 MI then A4304
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